THE EVENING TELEGRAPH.

VOL. XV.—NO. 151. PHILADELPHIA, TUESDAY, JUNE 27, 1871. DOUBLE SHEET—THREE CENTS.

FIRST EDITION

PRINCETON.

124th Commencement.

The Graduating Exercises.

The Literary Societies.

Address of Secretary Belknap

From Our Own Correspondent,

PRINCETON, June 26.

The commencement exercises at this time-honored University possess more than usual interest this year, and have attracted a corresponding public interest. The town and the college precincts are crowded as they never have been at any previous commencement. The knowledge that the Secretary of War was to deliver the oration before the literary societies has added greatly to the interest manifested.

The exercises were inaugurated on Sunday by the Baccalaureate sermon of President McCosh, from the text "Hear, O Israel—the Lord our God is one Lord." It was a most learned and eloquent effort, and created a profound impression.

To-day at 9 o'clock the Seniors had their closing prayer meeting, and at 1·45 the graduating class assembled to hear the class poem, oration, and ode. A. J. Van Cleve, of Trenton, was the poet, J. McClain the orator, and W. J. Hornblower, of Paterson, delivered the ode. These gentlemen all acquitted themselves admirably. The class history, by Robert H. Patterson, of Philadelphia, was then read. This was one of the most interesting features of the commencement.

The great event of the week, however, is the address of General W. W. Belknap, Secretary of War, before the American Whig and Cliosophic Societies. The following is

Secretary Belknap's Address.

It is the same old Princeton still. The ground on which we tread seems sacred. The very air revivifies the memory of days long gone. There have been many changes in these passing years. Lives have been lived that even prophetic ken could not presage, and it has seemed as if in months the events of years were crowded. Though touched by the influence of these changes, we who years ago went from this spot to begin our battle with the world, gladly return to-day, like wanderers coming home, to clasp the hands of classmates who have survived the perils of life, to greet each other with the same warmth of affectionate feeling which years ago marked our companionship, to baing and gladly give our testimony to the value of the treasury of learning here open to all, to receive the welcomes which glisten from the eyes of the young and hopeful, and which fall like blessings from the lips of those who pointed out to us the paths of knowledge, and, affectionately mindful of the cherished past, to speak our vows of homage here before these altars and lay our gifts of gratitude upon old Nassau's shrine.

The memories of college days come crowding on us now as fresh and full as ever. The lapse of time makes older men of all of us, but it does not dim the sight that looks back upon the past; and the recollections that are dear to every graduate, with all their pleasant surroundings, are with us now as if they were fashioned into form but yesterday. Those grand old trees are larger, but their leaves are as green and their shade as refreshing as then. Old North, the home of so many hopes, has gone, but from its site come the sounds which are so like the tones of that old bell that they seem like the recurrence of familiar music. Looking down the list which tells us of our comrades, we find that many have left this life and gone to everlasting rest. Back to us come the remembrances which live when more unkindly thoughts die out—of their noble actions and their many virtues—and as we talk together of the past and live again in hours the lives of years, we give the tribute of our love to them—mourned, as too early dead. And as we wander through those grounds where lie the great departed, and linger by the line of mounds where rest the illustrious men who faithfully gave life and wisdom to the formation of this seat of learning and opened the way for its future development—as we think of the name of Dickinson, which in lasting letters is found recorded first, high up on the column of its presidents—of Edwards, the fame of whose mighty intellect will always live—of Witherspoon, the patriot divine, whose voice in his country's cause was guided by the dictates of duty—of Carnahan, whose words of considerate counsel have been listened to by many who now live to venerate his character, and of the others, all of whom by their lives gave lustre to their work, we give their memories our grateful reverence. Watching the unfolding of that great future which comes as the result of duty done, when we reflect upon the obstacles which they overcame and consider the magnitude of the attempts made when the colonies were weak, we feel in our hearts that "they builded better than they knew."

To these halls we return to find the institution of our love the same, and yet more prosperous. In her progressive march she gathers new friends to her support; she forms increased attachments and attracts new allies; she calls to her command new recruits, and under the guardianship of her protecting arm and her instructing voice, holds new accessions of young men.

The advantages offered in America for the success in life of educated men commend themselves constantly to reflecting minds. The debt that college graduates owe the institution wherein that education was acquired can be computed by no easy reckoning.

The progress of American principles and the growth of the American nation are themes which have commanded the voices of orators when it was deemed a duty to boast of the advance of the land in science, in literature, and in all those qualities which contribute to the fame of a great nation; and while the constant repetition of this expression of pride is at times tiresome, the fact is before us, so plainly evident that its truth cannot be doubted, that the country is yet in the infancy of life, and that its extensive resources and the elements which form its strength, and which will hereafter disclose the power of its dominion, have not yet reached beyond the mere beginning of development. The most fervent imagination could not have dreamed ten years ago of the results that surely, though slowly, were evolved from that great struggle which demanded the services and strong arms of millions of men, and called from the treasury millions of money—which was begun and fought and ended, leaving a government stronger than ever, richer than ever, and a people the tenor of whose life moved on undisturbed by the momentous events which had surprised the world and given their part to history. From sea to sea that country grows. Far in the West new States spring from the wilderness, and demand for themselves stars on the flag. Beyond the spot where the pioneer has penetrated life mysteries, the revelation of whose riches the Government sends its engineers to seek. From all directions—from central points and from the borders of the continent, come in instantaneous flashes that intelligence which tells the course of wind and cloud, and gives so true a forecast of coming atmospheric changes that we are forced to study the immense extent of territory which, from such distances, sends its messages in moments. A line of travel from the Missouri to the ocean on the west, built through lands almost unknown before the rails were laid, finds its capacity pressed beyond belief. Above and below that line—among those regions watered by the Red river of the North, and where the more generous soil is warmed by a sun whose heat is nearer that of the tropics—great arms of iron are reaching out toward the Pacific and commanding successfully the capital of the land for their support.

The subject is no new one, and yet demands our thoughts. Human prophecy cannot fortell the greatness of a land whose growth in wealth and population has been so wonderful and so far beyond all hope, and the centre of whose empire is moving rapidly and surely in the direction of the setting sun. The State of Illinois, the census shows, has increased in the last decade from 1,700,000 to 2,500,000; Oregon has increased 73 per cent.; Iowa, 76 per cent.; Minnesota, 105 per cent.; Kansas, 239 per cent.; Nebraska, 326 per cent.; Nevada, 519 per cent., and the State of Wisconsin increasing from 750,000 to over 1,000,000, a State barely a quarter of a century in age, has now a population but little less than that of Virginia. These are presented, without selection, as examples, and these States may soon be passed in the race for pre-eminence and power by some which, yet unknown, contain within themselves wealth which cannot be estimated, and which attract from the older States the settlers who become the pioneers of the more remote West. Reflecting upon these results, not pictured by the imagination, but stamped in letters which we must read in map and history, what may not be its future as these developments advance?

In such a land as that there can be no continued failure in the efforts of the educated man who, reliant on the will which God has given him, on the strength of mind which he should possess, and on the education which in earlier days has disciplined his life and thought, stands a peer among his fellows in that power which enables him to mould circumstances to his uses, and make himself manifest as a man among men. There are no troubles too great to be overcome, there are no barriers in the path of him who wins success by the accomplishment of duty. With the will and the desire in harmony there can be nothing but certain victory.

The rivalries which incite endeavor in institutions of learning, which, under other circumstances might induce envy and discontent, really encourage the finer feelings of nature. The associations which cluster around the student, the ambition which prompts him to success, the feeling of generous emulation which guides him in his efforts—all combine to take from ill-success the sting of regret, and to impress upon his mind the high character of the exertion which nerves him to the task. Here his impressions are first formed and his hopes increase his aspirations. Here, at the entrance of a career of which he has the highest anticipations, and on which he is eager to advance, he obtains but a dim glimpse of that future which to his eye is pictured in the brightest hues. He looks upon a landscape whose heaven has no clouds, but all is sunshine. And when he enters upon that new career, when the failure of cherished schemes and the fall of fond hopes shake his faith, relying upon that education which in earlier years has been transferred to his own keeping, he can rise above disappointment, he can resist the impression that failure makes, and, faithful to his early teachings, overcoming fate, go forth in life a conqueror of himself and of his fortune.

Repetition may weary us with the story of the advantages which our country offers to men anxious for reputation and the distinction of an honored life, and yet no clearer field for high advancement was ever before open to the hope and the conscientious ambition of the Christian statesman. To men of no single creed or pride of birth alone does the opportunity come. Determined trial and strong will and patient energy all lead to prosperous fortune. There is a purpose which, when once resolved upon, rarely results in failure. There is a trust, too, which, when all other reliance seems weak, is found a sure support. And he who keeps the faith will temper his self-reliance with the sacred influences of that Inspiration which tells him that "Promotion cometh neither from the East nor from the West nor from the South: But God is the judge; He putteth down one and setteth up another."

The teachings given in early life are firmly fastened in the minds of all who have enjoyed the benefits, and, in proper spirit, accepted the advantages which the larger colleges extend. Fixed forever are these moral principles which were instilled into their hearts before they grew perhaps impressionless with age. As the years go on they find themselves relying on the lessons of early days to lead them. And it is when the remembrance of those distant influences strengthens their purpose and renews their hope; it is when relieved from fear of failure, from doubt and self-distrust—they come triumphing from their trials—that they should realize, in the fulness of its measure, the amount of the debt which is due from them to the institution which has schooled and prepared them for these struggles. It is a debt of love. Memory will tell them of the attachments which were formed when the most effective impressions were made upon their minds—when their hearts were more easily touched than in later years by fitting influences. Bound as they are by these memories to foster a lasting love for this early home, they should not fail to keep it in affectionate recognition. It is a debt of gratitude. Though they might possess some memories which could be unthought of, yet, year after year, as they almost wavered in the struggle for success, burdened by heavy trials, how grateful the recollection of the hallowed scenes of student life which had for them so many hours of happiness. The tenderest ties are the strongest. They spring from friendships early formed, when hearts are unseared by trial, and motives are untouched by wrong. Though it may be sometimes disguised, our hearts beat quickly when college friends are met and college memories recalled. The yearnings of our souls go towards them, and the sad regret is often felt that toil and labor and disappointment have no alleviation like the happiness of those younger days. It is fortunate, indeed, that we have these consecrated recollections.

In one of the most severe battles of the war of the Rebellion, in the Atlanta campaign, on July 28, 1864, known as the battle of Ezra Church, the 15th Corps, part of the Army of the Tennessee, was attacked very heavily by the enemy under Hood, and reinforcements were required at special points. Among the forces sent to aid their brother soldiers, whose lines were becoming weaker under the repeated assaults of a foe more numerous than themselves, were two regiments of Blair's 17th Corps, one a regiment from New Jersey and the other from Iowa. Falling into line in the works temporarily vacated by their toil-worn comrades, side by side and shoulder to shoulder, the men of these regiments repelled attack after attack of the Confederate battalions. In the lull that occurred after one of the terrific charges made by the enemy, and while the men were resting and quietly awaiting the next advance, it happened that the adjutant of the New Jersey regiment and the colonel of the Iowa regiment were thrown together, and, in a soldier's informal way, entered into familiar conversation. They had never met before, but each was surprised to learn that the friends of one were the friends of the other; that the early teachings of the one were given him on the same spot and among the same scenes where was passed the student life of the other, and there, in the midst of the havoc of battle, each greeted in the other a graduate of Princeton. Another charge came from the enemy, which was repelled as were the others, and as these two men, when the fire abated, returned again from the military duties their position required, under the trees and upon the rocks in the rear of that line of battle, they talked of college days; of those earnest teachers who years before had led them in ways which were "ways of pleasantness," and of that venerable man whom all graduates love with tender affection, for his kindly character and his devotion to them in hours when they needed friendship. Never was there a more forcible illustration of the power and spirit of early associations. Without their knowledge, and almost imperceptibly, the ties of regard for their Alma Mater had been fastened so securely around the hearts of these two men, one from the extreme East and the other from a rising State beyond the Mississippi, that in actual action, and in the presence of death, that memory was sacred and abiding.

For many years the venerated institution, to whose commencement we have all so gladly come, quietly received from willing homes their yearly tribute of young and hopeful men. Doing her duty calmly, faithfully, and with scarce an effort, and entering into no contest for prominence, that sure groundwork was made upon whose solid base now rests a structure which, founded upon a rock, begins to rise in beautiful proportions. She has latterly had new life, and, suddenly shaking off these garments of quiet ease, she has stepped forth defiant, energetic, eager for the advance, and determined to attain it, and, in her own progress, striving to keep pace with the march of that nation the blood of whose patriots, in the beginning of her life in Revolutionary days, moistened the soil where her foundations lie. To new achievements, to higher labors, to the accomplishment of greater results, to the fulfilment of a nobler mission, she must proceed. There is no faltering now. The field of her action is a clear one. Thirteen States have increased to thirty-seven. From ocean to ocean the band extends—soon to be laid in triple lines of iron—which shall bind the land together in everlasting bonds, as the hearts of its people will be tied, come what may, in an unbroken union. And an institution like this, reaching out its arms beyond the narrow sphere which apparently bounds its work, and moulding its purposes to the demands of the age and the necessities of the nation, should so fulfil its labors and extend its efficiency that long before the graduate of to-day finishes the first half century of his life he may find the name of his Alma Mater a familiar word on the lips of every cultivated man in the land, and her sons in numbers hailing from every State. This consummation can be achieved if the graduates pay the debt which they so clearly owe. With them her history, full as it is of names and events which makes her humblest son feel proud, should never be suffered to fall into forgetfulness.

The free school system of most of the States of the Union—extending the privileges of instruction to the young of all classes, and gathering within the unlimited circle of its beneficence all of every station, regardless of wealth or position—commends itself to the considerate judgment of those who reflect upon the necessity which requires general education; a necessity which demands this result for the well-being of the State, for the public comfort, and for the furtherance of those principles of justice, morality, and order which should characterize every civilized Commonwealth. Wherever settlements spring up in remote regions the schoolhouses are among the earliest signs of promising growth, and even where all seems uninviting, the presence of this sure indication of an approach to more intelligent life removes an impression otherwise unkind, and, generally, by the power of their influence, the plainest localities are made attractive. With the growth of the country and with the extension of those measures which, as communities become stronger, increase educational facilities, institutions of greater power and higher purposes, rising from time to time, mark by their own advancement the improvement of the people. To stimulate these—to promote their interests, and to aid with generous encouragement their exertions for enlarged efficiency—is an obligation whose execution brings its own perfect recompense.

Notwithstanding the increase of the nation in population and in the rapid formation of new States, it seems a certainty that, for many years to come, a few institutions will be recognized as the leaders in literary culture and as prominent in the promotion and advancement of knowledge. The advantages they possess attract to them students in larger proportion than institutions of younger life, and without a record in the past, can claim; for their history and traditions have a fascination for cultivated minds, and as they send forth bands of disciplined men, their responsibilities are vast indeed. Upon them, to a great extent, will depend the development of those educational influences which will build up, in the near future, similar seats of learning throughout the country, and diffuse beyond anticipation the benefits of those blessings which have been imparted to the few. To widen the circle of their controlling power, and to augment beyond its present limits, the number of those to whom these privileges should be accorded, is their high duty. The union of representatives of their alumni in occasional gatherings—where views of progress could be taken, where suggestions for improvement could be exchanged, and where there could be a mingling of sentiment and opinion—might result in binding together more harmoniously in the same cause those now separated; in concentrating efforts which are now divided, and in cheering every lover of the promotion of true instruction with the knowledge that institutions, parted in location, in judgment, and in belief—agreeing to differ in these—were still united in laboring, with liberal emulation, in the noble cause of elevated education.

Gentlemen of the Cliosophic and American Whig Societies:—The privileges which are yours here are far beyond your realization. An appreciation of their character is difficult until you enter upon professional or business avocations, and in the active conflict of opinion and in the real labor of life, you will have presented the full importance of your opportunities. In a land like ours, where in public bodies and before assemblages of intelligent people great questions are discussed and debated by those who are attached to deliberative bodies and by those who aspire to station, the exertion given to duties which your societies present finds its full reward. No talent is recognized as of greater value to any man than the ability to express, in appropriate language, the reasons which control his action and direct his course. The form of government under which we live—popularized by the constant changes occurring—accords to this endowment extraordinary power. All the aids in this direction are offered you here to an extent which you can only measure when hereafter, perhaps, you revive the recollection of lost advantages. A generous rivalry has ever prompted your endeavors. Each of you clings with very proper pride to the society of his choice. Among shades like these in halls made classic by treasured recollection, the stories of the men of earlier days, whose lips here learned to speak the words of eloquence, almost bring with them inspiration. Both societies have sent throughout the land, and throughout all lands, men with ability beyond question and reputation above reproach. And in the long succession of eminent men whose names illustrate the pages of American history, there are many who signed your rolls whose eloquence has been effective, whose oratory has been powerful, whose influence has been wise and extended—who formed the basis of their public life within your halls, and traced the origin of their success to the days when they wore the red badge or the blue.

Again another year rolls on and brings the day of departure from these scenes. It is the old, old story. With all its happiness it has the same sad side. Partings are made of friends for whom there may not be on earth another meeting. There are ties broken by this separation which can never be renewed. Answering lips, when the last farewell is said, will reveal the emotion which honors manly hearts, and the eyes which brighten with seemly joy will be moistened when the thought of final parting comes. Bonds of affection such as those formed here, however high may be our hopes, cannot be broken without sincere regret. But the glad thoughts which control your aspirations make it a day of happiness. The welcome greeting which comes from home will soon be yours. The approving smiles of those who are dear to you by all the ties of kindred cheer you on. The language spoken to you has only words of 'ove, while at the beginning of that journey which has rough roads and perilous paths you almost tread on flowers.

To you it seems as if your years reached far into the future. The shadows of the day are not more fleeting. The hands on the dial begin to move faster and faster even now. Soon from the weary work of life, regretfully looking here, you will remember days which, never returning, will be hallowed in your hearts. Hereafter, when sometimes hope seems gone, and disappointment comes in all its bitterness, the recollection of this college parting will be gladly welcomed as you recall, when friends seem few, the benedictions of this hour.

Our glimpses of the future are uncertain, and none can claim prophetic vision; but we can have faith in the hoped-for fulfilment of those wishes which go with you as you leave this consecrated spot. Then, when your days on earth are done, mingling with your memories no regret, there will be given from you to those you love the honored record of a manly life.

OBITUARY.

Andrew Jackson Donelson.

This once prominent politician died suddenly yesterday evening, at Memphis, in the seventy-first year of his age. He was a nephew of President Jackson, for whom he was named, and was born on the 25th of August, 1800. When only five years of age his father died, leaving him to the care of his uncle, who sent him to the college at Nashville, where he received his early education. In 1817 he was appointed a cadet of the Military Academy at West Point, graduating second in his class three years later, and immediately after receiving a commission as brevet second lieutenant of engineers. A few weeks later he was appointed an aide-de-camp of General Jackson and went with the General to Florida. This military life was, however, distasteful to him, and in 1822 he resigned and entered Transylvania College, in Lexington, Ky., where he studied law. Immediately subsequent to his admission to the bar the first movement to make Jackson the President began, and Mr. Donelson entered energetically into it. On its failure he settled upon a plantation adjoining the "Hermitage," so that he could be near the General. Jackson, having been elected President in 1828, offered him the position of Private Secretary, which he accepted, and during the two terms of the old hero of New Orleans, was prominent in the politics and social movements of the White House. He returned with Jackson to private life, and remained aloof from politics until 1844, when the Texas question brought him again prominently before the public. Later, Mr. Tyler, then President, having gained the support of Jackson to the plan of annexation, employed Mr. Donelson to negotiate the terms of admission to the Union, which he did in a thoroughly satisfactory manner. While yet in Texas (1845) President Polk appointed him Minister to Prussia. He remained in Berlin until 1849, when he was recalled by General Taylor. He attended the famous Southern Convention held at Nashville in 1851, and the strong stand he took as a defender of the Union did much to put down the strong secession feeling entertained in Tennessee. During the same year he accepted the position of editor of the Washington *Union*, succeeding Mr. Ritchie, but soon retired from it, his views being opposed to those held by the leaders of the Democracy. He opposed Mr. Pierce's Cabinet appointments, and followed up his opposition by leaving the Democratic party entirely and joining the "Americans" or "Know-Nothings," whose candidate for the Vice-Presidency he became in 1856. At the close of the campaign of that year he retired to private life, from which he never after emerged. During the Rebellion he remained on the "Hermitage," taking no part whatever in the struggle. For the past two years he had been residing on his plantation, near Australia, Miss. Mr. Donelson, although at one time very prominent in politics, was never an influential or popular politician. Had he been either, and had there been more like him, the chances are that we should not have had any war for the preservation of the Union.

—A Northern Democratic paper, which spoke disrespectfully of "ex-President" Davis, of course excited the ire of the Mobile *Register*, and it screams back:—"It will be rooting round the graves of Lee and Jackson next. Go it, ghoul, dog, hog, hyena!"

SECOND EDITION

France and Germany.

The July Elections.

Release of Burke, the Fenian.

DOMESTIC AFFAIRS.

Condition of the South.

The Cape May Regatta.

Another Coal Strike.

Etc., Etc., Etc., Etc., Etc., Etc.

FROM EUROPE.

[BY ASSOCIATED PRESS.]

Exclusively to The Evening Telegraph.

France Adopts the German Military System.

PARIS, June 27—A. M.—The Prussian army corps system has been adopted by France.

It is said that the

Longchamps Review

is fixed for Thursday next.

Great efforts are being made in Belgium to obtain

Subscriptions to the French Loan.

The Republican Committee will publish to-morrow their lists of

Candidates for the Assembly.

Gambetta arrived at Bordeaux on Sunday, and will shortly deliver a speech on the reorganization of France.

Gambetta

adheres to the views of Louis Blanc.

Address of the Pope.

VERSAILLES, June 27.—The Pope, in reply to an address of sympathy from the French Catholics, praises the zeal they exhibit in the cause of the Church and himself, and denounces liberal Catholicism as an evil as formidable as the revolution or the Commune.

M. Thiers has issued a decree providing for the establishment of a legion of

Mobilized Gendarmes,

to maintain order in Versailles. The legion will be composed of a squadron of cavalry and eight companies of infantry.

The July Elections.

PARIS, June 27—Noon.—The Central Republican Committee has prepared its list of candidates to be supported at the election of the 2d of July. The list is known to be headed, by permission with the name of Gambetta.

Release of the Fenian Burke.

LONDON, June 27.—The Fenian convict **Burke** was released from imprisonment upon condition that he reports yearly to the magistrates.

This Morning's Quotations.

LONDON, June 27—11·30 A. M.—Consols for money 91⅞@92 and for account 91⅞@92. United States Bonds of 1862, 90¾; of 1865, old, 90¾; of 1867, 90; ten-forties, 88¾.

FRANKFORT, June 26.—United States bonds stood at 96⅛ to-day.

LIVERPOOL, June 27—10·30 A. M.—Cotton opened dull and unchanged; uplands, 8½d.; Orleans, 8⅝@8¾d. The sales to-day are estimated at 10,000 bales.

This Afternoon's Quotations.

LONDON, June 27—1·30 P. M.—Consols for money 91⅞, and for account 92. United States Bonds, 90⅞ for the issue of 1862.

LIVERPOOL, June 27—1·30 P. M.—Cotton dull. The sales are still estimated at 10,000 bales, including 3000 for export and speculation. Sales at sea, nearly due from Savannah or Charleston, have been made at 8¾d. The shipments from Bombay since last report, up to the 26th inst., have been 44,000 bales.

Wheat is quoted at 11s. 9d. for California white; 10s. 7d. and 10s. 9d. for Red Western. The receipts of wheat for three days have been 10,000 quarters; American 7500.

FROM CAPE MAY.

[BY ASSOCIATED PRESS.]

Exclusively to The Evening Telegraph.

The Approaching Regatta.

CAPE ISLAND, N. J., June 27.—The following letter from Mr. L. P. Ashmead, for the Regatta Committee, will be of general interest in connection with the grand yacht race to come off on July 4th at Cape Island:—

"PHILADELPHIA, June 25, 1871.—To J. F. Cake, Esq., Congress Hall:—Mr. Bullitt has handed me your letter of the 24th, with a request to reply, and I have but a moment in time for to-night's mail. It will be perfectly agreeable to the Regatta Committee to have the members of the yacht squadron at your reception proposed at your house on the evening of the 3d, and they desire to express thanks for your placing your house at their disposal. I have written to Commodore Bennett that Commodore Emmons, United States Navy, and other officers of the navy, and the committee will welcome the members of the yacht squadron at a reception to be held at Congress Hall on the evening of the 3d. We have the United States steamer Pinta, Captain McNairs, U. S. N., in command, placed at our disposal as the committee steamer. She will leave here early on Saturday morning, the 1st, with several navy officers from the Navy Yard and the regatta committee, band of music, etc., and arrive at the steamboat wharf about 4 o'clock P. M. same day. We will fire a gun on her arrival, so that conveyances shall be at the wharf in time. The New York squadron leave the lower bay, New York, on the afternoon of the 1st, and will arrive during the morning of the second in a fleet. We are informed that the pilots have offered their services to the yachts, and if they convoy them in, the sight at the Island will be interesting. The yachts to fire a salute, to be returned from our steamer. The regatta ball at the Stockton House on the evening of the 4th. Our people are very much interested in the coming race, and the indications are that a great many people will be at Cape May. The elegant prizes exhibited in Bailey & Co.'s windows will be sent down in the Pinta on Saturday.

"Very respectfully.

"L. P. ASHMEAD,
"For Regatta Committee."

The number of guests at the Stockton House, Cape Island, was incorrectly stated this morning as one thousand, instead of one hundred.

The arrivals are, however, becoming numerous, and by Saturday it is expected the season will be fairly inaugurated.

H. C. Borie and wife, and not A. E. Borie and wife, are at the Stockton. Also, John Wyeth and wife.

Chicago Flour and Wheat Market.

Special Despatch to The Evening Telegraph.

CHICAGO, June 27—9·15 A. M.—Wheat quiet; No. 2, $1·26½, seller July. Corn quiet at 53¾c., seller July. Freights unchanged.

	Receipts.	Ship'ts.		Receipts.	Ship'ts.
Flour, bbls.	6,050	4,000	Oats, bus.	31,000	10,000
Wheat, bus.	42,000	16,000	Rye, bus.	1,000	3,000
Corn, bus.	222,000	215,000	Barley, bus.	1,000	....

FROM NEW YORK.

[BY ASSOCIATED PRESS.]

Exclusively to The Evening Telegraph.

The Methodist Book Concern Trouble.

NEW YORK, June 27.—The Methodist Book Committee spent some time yesterday, while waiting for the Bishops' decision, in discussing a method of thoroughly examining the books of the Concern, without, however, coming to a final decision. The sub-committee to whom the matter was referred made a report advising that the whole matter of frauds be referred to James P. Kilbreth, of Cincinnati, with authority to employ such assistants as he might deem necessary.

FROM THE STATE.

[BY ASSOCIATED PRESS.]

Exclusively to The Evening Telegraph.

Another Coal Strike.

POTTSVILLE, June 27.—The men at the Lehigh colliery, near Shenandoah, suspended work this morning, three men having gone to work who were not members of the W. B. A.

FROM WASHINGTON.

[BY ASSOCIATED PRESS.]

Exclusively to The Evening Telegraph.

Government Weather Report.

WAR DEPARTMENT, OFFICE OF THE CHIEF SIGNAL OFFICER, WASHINGTON, June 27—10·30 A. M.—Synopsis for the past twenty-four hours:—A small area o low barometer has apparently moved from Nebraska to Lake Superior and thence southeast, and is now north of Lake Ontario. The barometer has generally fallen east of the Mississippi, and is now lowest on Lake Ontario. The temperature has fallen in the South Atlantic States, but is nearly stationary from Virginia to Lake Erie and eastward. Light rains have fallen from Tennessee to the Gulf and Atlantic coasts. Cloudy and clearing weather still continues on these coasts. Clear weather has been very generally reported from Kentucky to Wisconsin and eastward to the Atlantic.

Probabilities.—Partially cloudy weather, with fresh southerly winds, is probable for the rest of the day for the Middle and East Atlantic coasts; northwesterly winds on the upper lakes. Cloudy weather will probably continue on the South Atlantic. There are indications of increasing and possibly dangerous winds on Lake Ontario this afternoon. The conditions are favorable for local storms from Iowa to Ohio and Pennsylvania.

The Detailed Meteorological Report for To-day.

The following is the meteorological report of the Signal Bureau of the War Department for this morning, all the observations being taken at 7·43 A. M., Philadelphia time. The barometrical reports are corrected for temperature and elevation. The velocity of the wind is given in miles per hour, and the force is an approximate reduction to the Beaufort scale:—

Place of Observation.	Barometer.	Thermometer.	Direction of Wind.	Velocity.	Force of Wind.	State of Weather.
Baltimore	30·00	74	S. E.	3	V. gent.	Clear
Boston	29·91	63	E.	2	V. gent.	Clear
Buffalo	29·87	68	S. W.	3	V. gent.	Fair
Cape May	29·99	79	W.	5	Gentle.	Fair
Charleston, S. C.	29·96	75	N. W.	1	....	Cloud
Chicago	29·95	74	N. W.	9	Gentle.	Clear
Detroit	29·83	69	S. W.	8	Gentle.	Fair
Key West, Fla.	30·16	83	.....	3	Calm.	Cloud
Memphis	30·05	83	N. W.	3	V. gent.	Clear
New Orleans	30·00	84	N. W.	4	Gentle.	Fair
New York	29·94	75	S. W.	4	Gentle.	Clear
Norfolk	29·98	70	N. E.	2	V. gent.	Cloud
Omaha	30·08	69	S. W.	4	Gentle.	h.rain
Oswego	29·93	66	S.	2	V. gent.	Fair
Philadelphia	29·98	74	S.	..	....	Clear
Pittsburg	29·87	74	....	..	Calm.	Fair
St. Louis	29·98	83	N. W.	5	Gentle.	Fair
Washington	29·98	72	S.	1	....	Cloud
Wilmington, N.C	29·97	78	S. E.	2	V. gent.	Cloud

Milwaukee Markets.

MILWAUKEE, June 27—9·15 A. M.—Wheat steady; No. 1, $1·28: No. 2, $1·26½.

Receipts, 34,000 bush.; shipments, none. Freights.—Steam, 9½c., sail, 5½c.

THE PARTY LASH.

What a Leading Republican Paper of New York Thinks of Philadelphia's Political Rings.

The New York *Post* of last evening has the following editorial article:—

The honest Republicans of Philadelphia who have grown tired of following corrupt leaders, and have protested within the party already too long without hope of reform, have determined, as a last resort, and as the only means left to redress their wrongs, to refuse their support to some of the candidates recently nominated for city officers. Four influential Republican journals, the *North American*, THE TELEGRAPH, the *Bulletin*, and the *Inquirer*, lead in this movement, and openly advise their readers to vote for the Democratic candidates, if they shall be worthy, rather than make the party responsible for the men whom their party managers have presented for officers.

Of course the party managers are outraged at this rebellion against their rule, and labor hard to counteract it. A meeting of men, calling themselves the Tivoli Republican Association, was called for the purpose of adopting a resolution declaring that the *Press* and two or three other papers were the only "true" Republican journals in Philadelphia. These "true" Republican papers, although they cannot in all cases defend the candidates they present, vigorously denounce those who intend to vote against them, and ask such well-worn questions as, "What good can any Republican hope to accomplish by voting against this ticket?" and, "Is there a Republican in the city of Philadelphia who does not know that the election in Pennsylvania next October will be the index to the election in 1872, and that every enemy who desires the defeat of the Republican party in the Presidential election will be guided and cheered by its overthrow in Pennsylvania this year?"

The independent Republicans answer, properly, that if the Republican party shall be defeated this year it will be because the party managers have made bad nominations and encouraged corruption. The Republicans of Philadelphia, like the Republicans of New Hampshire, believe that defeat with honest candidates is better than triumph with rogues to lead them. The power of the Republican party has always been, in a great measure, due to the fact that it has tolerated a larger liberty of criticism than any other party. It is too late now, therefore, to expect that the Republican voters will be driven by the threats of defeat next year to the support of corrupt men who are engaged in unpatriotic schemes for their own profit, and who take advantage of the present condition of the party to force themselves forward.

If the Republican party triumphs next year it must be with the help of its critics; it must be because of its critics, and this spirit is prominent throughout the country.

PITTSBURG AND THE PENNSYLVANIA CENTRAL.

The Basis of Agreement Between the City and the Railroad Company.

The result of the two days' conference between the President and other officers of the Pennsylvania Railroad Company and gentlemen officially representing the city, relative to bridging and tunnelling those streets intersected by the tracks of the company, has been announced.

This is by far the most important subject of legislation which has been discussed between the city and the company since the right of way was granted—important in the interests involved between the corporation and the municipality, and also in the amount of money to be expended, and the changes to be made by the company. The city, in surrendering one square of Grant and a portion of Washington and other streets will part with valuable property; but the company, on the other hand, will expend about $400,000 in bridges alone, and about $600,000 in making other needed improvements, all of which will be advantageous to the city as well as the company. As the matter now stands the ordinance will go to Councils with the recommendation of the Committees on Streets and Surveys for its passage, which will at once command for it the most earnest and careful consideration of the body.—*Pittsburg Commercial, 26th.*

THE ARCTIC EXPEDITION.

Reception of Captain Hall and his Companions by the Geographical Society.

The members of the Geographical and Statistical Society and their invited friends extended, last evening, at the rooms of the Society in Cooper Institute, a cordial and enthusiastic reception to Captain C. F. Hall and the officers of the United States steamer Polaris, prior to their departure upon their projected Polar expedition. Three of the rooms were filled with tables profusely laden with silver, and numerous waiters in white aprons fluttered about the rooms. Among those present, exclusive of Captain Hall and his party, were Judge Charles P. Daly, President of the Society, General Cullum, Admiral Godon, President Dwight, of Columbia College Law School, H. T. Tuckerman, and a number of others prominent in scientific and literary circles. The rooms were uncomfortably crowded, and Captain Hall and his party, including his three Esquimaux, whom he brought with him from his last expedition, were the centre of a very large group.

Judge Daly stated that it was proper to say that the entire merit of getting up this expedition was due to Captain Hall alone, and to his unaided efforts at Washington. Many might ask what is the object to be attained in reaching the Pole? He thought no better answer could be given than that of Franklin, when asked what was the use of his discovery in respect to the lightning—"Tell me," said Franklin, "what is the use of an infant? Make it of use!" We cannot anticipate what great results may follow an undertaking like this, which gives us a more accurate knowledge of our globe. If we reflect upon the great advantages which we enjoy at present in civilization—our habits, comforts, business, all that is elevating to us—we will conclude that a large portion of them are to be credited to the slow and patient investigation of some scientific discoverer.

Judge Daly, in conclusion, introduced Captain Hall, who gave a brief history of his efforts to obtain from Congress a liberal appropriation, in which he was finally successful; referred to his last trip in search of Sir John Franklin, which occupied five consecutive years, and from which he returned in the winter of 1869-70, and gave credit to the authorities at Washington and in the Naval Department for their cordial sympathy with his project and aid in forwarding its accomplishment. I have chosen, said Captain Hall, my own men, who will stand by me through thick and thin. Though we may be surrounded by innumerable icebergs, though our vessel may be crushed like an egg-shell, I believe they will stand by me to the last. (Applause.) What has troubled me more than anything else was the selection of an astronomer. It is a shame that not until the last moment—after months of telegraphing and letter writing—was I successful in getting a man who will venture on the expedition, and his name is Bryan. (Applause.) I propose to leave the port of New York and go into Davis' Straits, first stopping at St. John's, N. F. After spending a few days at this island, I shall cross Baffin's Bay, keeping the Island of Greenland aboard, as we call it, on the starboard side, and keeping between the drift of the channel and the land line. After getting to Cape York, and a little above it to Cape Diggs, I then expect to run on a parallel with Jones' Sound, latitude 76 degrees. If land and water permit the Polaris to go to latitude 80 degrees I shall do so; but if the heavy pick ice drives me back I shall take a course up Smith Sound, the route of Dr. Kane. Failing in Jones' Sound, I shall go into Smith Sound, and if we cannot then find a way between the land and ice, I shall go back, and perhaps take harbor where Dr. Hayes took his, perfectly satisfied to let that be the basis of my operations in reaching the North Pole. I have no idea of getting the Polaris higher than 80 deg. this year. The remainder of the distance will be commenced in April of next year, on no less than five sledges drawn by fifteen dogs, and accompanied by two men each. When the provisions of one sledge are entirely exhausted it will return, and so will each sledge until only one is left to traverse the last 100 miles. If I find open water I shall go on with my portable boats. In conclusion I would say that my intention was to leave to-morrow (Tuesday), but owing to delays it is not likely that I shall leave before Thursday.

At the close of Captain Hall's address, Mr. Grinnell presented him with a flag which had accompanied the Wilkes expedition in 1838 to a higher latitude than any flag had ever reached before, and which was also carried by the Southern expedition, under Lieutenant Walker, by Dr. Kane, and by Dr. Hayes. Captain Hall, in accepting it, expressed his hope and belief that in the spring of 1872 it should float over the new world "in which the north star is the crown jewel."—*N. Y. Tribune to-day.*

SHOCKING MURDER NEAR BALTIMORE

An Insane Girl Shot as a Chicken Thief—Inexcusable Homicide.

The Baltimore *Gazette* of yesterday has the following particulars of a shooting affair reported by telegraph last evening:—

One of the most reckless and cold-blooded homicides committed in this vicinity for a long time was perpetrated on the line of the Philadelphia Railroad, near Chase's Station, about twelve miles from this city, on Saturday morning. It appears that during last fall a rumor prevailed in the neighborhood in question that a man dressed in female apparel was the author of the robbery of the henneries thereabouts, but the robberies ceased and no

SPIRIT OF THE PRESS.

EDITORIAL OPINIONS OF THE LEADING JOURNALS UPON CURRENT TOPICS—COMPILED EVERY DAY FOR THE EVENING TELEGRAPH.

THE SITUATION IN AUSTRIA.

From the London Spectator.

Tuesday week, the 30th of May, 1871, marks an epoch in Austrian history of the most momentous kind. Since February last, when the ministry of Count Hohenwarth succeeded the ministry of Count Potocki, the parties in the Reichsrath have never relaxed their attitude of mutual hostility. It may be said, indeed, that hostility—for opposition would very inadequately describe the situation—has been the chronic attitude of Austrian parties time out of mind. It must be granted that recently a paroxysm of bad feeling has set in, nor is it difficult to understand why this should be so. Successive ministries have of late years applied themselves to the new constitutional problem which since 1866 has distracted the State. In 1866 the long-standing quarrel between the Magyar and the German, a quarrel which in its day had caused so much bloodshed and misery, was settled by acceding to the demands of Magyars to the utmost extent at all compatible with the continued existence of the Austro-Hungarian monarchy.

One difficulty removed, another and a more formidable one has not delayed to make itself seen and felt. The strife between German and Maygar has only given place to the strife between German and Slav and between Magyar and Slav. In Cis-Leithan Austria especially has the question of the nationalities grown to gigantic dimensions. On the one side is the German party, powerful in their traditions, their organization, and their respectability, proud of the part they have played in Austria's past, prouder of the mighty future which seems to lie before their race in the Fatherland. On the other side stand a multitude of nationalities, Bohemians, Poles, etc., not without traditions of their own, conscious of long-continued insult at the hands of the dominant race, conscious, too, of possessing the great numerical superiority in the State. In the eyes of the German Austrians, exclusion from Germany makes the prospect of being reduced to a subordinate position in Austria inexpressibly bitter. After being so long the first of Germans, the Imperial people, are they now to welcome the behests of Slavs? In the eyes of the Slavs, on the other hand, Sadowa has forever destroyed the old prestige of the Austro-Germans. Some Slav deputies, the advanced Czechs, for instance, decline even to be present at a Reichsrath to which they deny all right to legislate. Even when their votes would probably decide a question in their favor, they prefer to remain aloof in contemptuous isolation, rather than appear to recognize the validity of an assembly that ignores the claims of an independent Bohemia. If other Slavs, like the Poles, attend and vote, it is always under protest. Under these circumstances, it has occurred to Austrian ministers to try and see whether a considerable introduction of federal principles might not afford some means of harmonizing separatist tendencies with the general interests of the monarchy; but here the Germans step in, and proclaim a war to the knife against federalism. The secession of so many opponents from the Reichsrath, on the ground we have stated, gives them their opportunity, and they use it. We have, as a result, the spectacle of two factions, each composing a majority, the one in the Paliament, the other among the people. Count Potocki, who attempted to introduce federalism, was rewarded by the Parliament with a vote of want of confidence. He resigned. His successor, Count Hohenwarth, for a similar policy, was on the 26th of last month made the subject of a similar condemnation. Here, however, the similitude ends. Count Hohenwarth has no intention whatever of resigning. Something like Prince Bismarck in the famous contest with the Prussian Chamber of Deputies, he relies, for counterbalancing parliamentary weakness, on extra-parliamentary support, and events have shown that his reliance is not misplaced. On the 30th of May Herr von Hopfen, the President of the Lower House, presented the address of the majority to the Emperor, expressing their dissatisfaction with the Ministry. The Sovereign replied that the Ministry possessed his entire confidence (*volles Vertrauen*), and dismissed the petitioners with the admonition to aid and not to obstruct Count Hohenwarth. The dynasty has thus pledged itself to abandon the ancient theory of a Germanic Austria, which has been the consistent policy of the Hapsburgs for six hundred years. The Austro-Germans hardly exceed the third of the population of Cis-Leithan Austria. They do not form a fourth of the population of the dual monarchy. Deprived of the artificial preeminence they have hitherto enjoyed, they at once and necessarily sink into a second place compared with the Slav multitude. Will they accept the situation, or will they summon Bismarck to their aid, and by one great secession reunite all the German-speaking tribes under the Hohenzollerns? At least, they are fully aware of the straits which threaten them. According to their principal organ, the *Neue Freie Presse* of the 3d inst., the radical opposition between the Government and the Austro-Germans is plainly admitted, and with no symptoms of resignation. "The answer of the Emperor to the address of the House of Deputies is very short, but perfectly exhaustive. The House of Deputies had in the most emphatic form at their command expressed a vote of want of confidence against the Ministry. In the address the ministerial policy was condemned as a failure, as destructive of the public order, as furthering disintegration and pessimism. The Imperial reply expects from this very policy the restoration of a settled and secure state of things. The House of Deputies refused to be responsible for the conflict which again threatens. The Emperor expects rather that the House of Deputies will co-operate in the adjustment of the dispute about the constitutional forms, and gives them his imperial greeting in this expectation. The difference between yes and no, between good and evil, between right and wrong, is not more distinct than the antagonism between the address and its answer. The one is the direct contradictory of the other, and between them both yawns a chasm which no compromise can bridge over." On the other hand, such Slav journals as the *Czas* and the *Narodni Listy* hail the imperial reply as a Slav success, and demand the speedy translation of its favorable words into corresponding deeds. The Slav movement is not confined to the Cis-Leithan dominions. In the group of nationalities known as Hungary, the Magyars are in as great a minority as the Germans in the other half of the State. At the recent elections for Croatia a vast majority of the votes of that warlike country pronounced in favor of separation and autonomy. The Slovacks of the Carpathian valleys have taken up the cry Slav independence, and to their two millions is added the alliance of nearly as many Ruthenians, who have hitherto supported or endured the yoke of Magyar supremacy. What the ultimate results will be it is impossible to say. This alone is clear. A decisive point in the development of the Hapsburg monarchy has been reached. Whether for good or ill, the day of the 30th of May in the Hofburg of Vienna is a date of the gravest kind. Let us hope that the event will be fortunate for the great "Eastern kingdom," which has been the barrier of Europe against Mecca and against Moskowa.

DUMAS THE YOUNGER ON THE FUTURE OF FRANCE.

From the N. Y. Times.

Alexandre Dumas—*fils*, as the French journals still persist in calling him, albeit the *pere* has passed away—has written a notable letter on the present state and future needs of his countrymen. The letter is chiefly remarkable for three things. It is extremely long—filling upward of four columns of *L'Opinion Nationale*—it contains very little that is new, and it is, withal, very readable. M. Dumas has been to Versailles to see, because, as he says, to see is to know, and to know is to foresee. This great truth, it appears, he found embodied in that remarkable man, M. Thiers, who has seen, known, and predicted everything. M. Dumas has also done a little in the prophetic line, though, of course, at an immense distance behind the great M. Thiers. For example, in a novel published three years ago the philosophic Alexander did solemnly enunciate these startling facts, that the old society was everywhere crumbling, and that all original laws, all fundamental institutions, both human and divine, were being surrendered, and called in question. Further, a few months later this far-seeing novelist wrote in this sybilline strain to the editor of the *Gaulois*, who had asked him to furnish seme articles of literary criticism: "What's the use? Is there anybody who, in a year or two from now, will occupy himself about our books and our plays? The drama will no longer be in the theatres; it will be in the legislative chamber and in the streets. Literature is played out, action is about to begin."

After having triumphantly vindicated his right to claim possession of the divining rod and the prophetic mantle, M. Dumas proceeds to give the world an insight into the inner consciousness of M. Thiers. As a preparative for this we are treated to the aphorism that "in France nothing is so easy as to be proclaimed great, while nothing is so difficult as to be admitted to be honest." We are then informed with impressive gravity that "M. Thiers will neither prove a Monk nor a Washington; he will be Thiers." To the reader vaguely speculating over the significance of this mystic phrase, M. Dumas adds, rather more explicitly, that, order once restored, the French executive in the person of Thiers will, in effect, say to the nation, "Choose your Government freely, loyally and intelligently if you can—and name whom you please, provided it is not I. Then he will remain quietly at home, if he has by that time a home at which to remain." Alongside of the French novelist's opinion of his political hero, it may not be uninteresting to place that of Karl Blind, the German socialist, conveyed in a late communication to the *Neue Freie Presse*. "Changarnier and Ducrot would fain play the part of Monk at once. Thiers only hesitates from tactical motives. At the same time, he has no desire to be set aside by his rivals. Hence he rather keeps with McMahon, the Bonapartist, in order not to be ousted by the generals of the united royal lines. Thiers, too, means to have his thrust at the Republic, only his mode of fencing is a different one."

Descending to the *role* of historian, M. Dumas informs his countrymen that for some seventy years they have been nourished upon fictions—upon words that signified absolutely nothing. Liberty, military glory, universal suffrage, the nation, universal brotherhood—in short, every idea that has dominated Frenchmen since '89 has been either burlesqued or misdirected. To this pass it has come at last, that there is no historical formula which has not been created and dissolved in France, none of her political expedients which has not been both done and undone. The plan, then, evidently, is to begin at the beginning. Everybody is calling loudly for the man who is to save the nation. "He is not far to seek," says M. Dumas, with an inspiration of common sense; "you have him very close at hand; it is you, and I, and all of us." The individual—"the being autonomous and self-knowing"—is, it appears, non-existent, or, at least, very rare in France. When a Frenchman gets up in the morning, he requires other five or six people to assist him in getting through the day. First he needs a policeman to protect him in the street, next a soldier to protect him at the frontier, then a professor to teach his children, still further a priest to teach him morality, some unfortunate or other to go and take the chance of getting killed in his stead, and last of all a king or emperor to keep the machine of state in motion. This eminently lucid and comprehensive details of a Frenchman's "doubles" forms the key to the new political gospel according to Dumas. The Germans killed the soldier and the substitute—the Commune extinguished the policeman, the professor, the priest, and the emperor. A very obvious opening has thus been made for every man becoming his own policeman, soldier, substitute, etc., and herein lies the future salvation of France. Of course, M. Dumas being a great literary artist, does not descend from his lofty platitudes quite so suddenly as this, but, in plain terms, this is what his specific amounts to. Ten years of this regime will pay off the hundreds of millions of new debt, will restore the lost psovinces and will make France "the foremost nation in the world." The period required is moderate, but M. Dumas seems rather apprehensive that to a volatile people it may seem too long. Let him reconsider the matter, and see whether he could not conscientiously advise every Frenchman to become his own baker, tailor, boot-maker, and builder, and perhaps the great regeneration could be effected in half the time, to the great satisfaction of France and her latest prophet.

ALEXANDER H. STEPHENS.

From the N. Y. World.

Mr. Stephens has assumed the editorship of the Atlanta (Ga.) *Sun*, to the regret of some Democratic journals and the derision of some Republican. For our part we rejoice that talents so distinguished and experience so wide are to adorn the journalism of this country, and to assist in shaping public opinion. It is true that Mr. Stephens is disabled by his ill-health not less than by the mistaken policy of the radical party, from re-entering public life by the door at which he made his exit in 1859; but it is nevertheless a noteworthy adjustment to the shifting powers of the four estates that he has made. Earlier it might have given him success in the great effort of his life, to overthrow Toombs and prevent the secession of Georgia.

Mr. Stephens is not disqualified for usefulness in public life as so many Southern men like Davis and Toombs, even though amnestied, would be; and as some few hide-bound Democrats and nearly every Republican of the North, except Gratz Brown and Carl Schurz, prominent before and during the war, are disqualified. Like mill-horses which have been serviceable in one situation, they do not know how to be otherwise serviceable in another situation, and so when hitched to a wagon, drag it about a circle, as if a straight road to a journey's end were an unprincipled or impossible thing. But Mr. Stephens is capable to recognize a situation, and to make the best of it when what he would like better is not to be had. No man fought for the Union more stanchly than he. When Georgia seceded (for he believed in her right to secede) he accepted the situation and did his best in the constitution of the Confederate States to fortify and guard every one of the old Constitution's guarantees of civil liberty. This, too, marked his work as Vice-President of the Southern Confederacy. He fought against military and executive encroachments of power as those here who never ceased to wage a like contention can scarcely presume to appreciate; for here, whatever Republican brawlers and frightened fanatics may have said, our contention never hindered, those encroachments never helped, the victory of the North: but the South was foredoomed, and to deny her those unlawful weapons must have seemed to many the denial of a last and only chance of life. We have not forgotten his noble letter on martial law to the Mayor of Atlanta (whom General Bragg had appointed civil governor there), denouncing the "palpable usurpation;" we never can forget his speech to the Georgia Legislature in 1864; his denunciation of the habeas corpus suspension act as unwise, impolitic, unconstitutional, and dangerous to public liberty; his bold denunciation of the proposals for a dictatorship; his denial to President Davis and to Congress of every power not specifically conferred—and all this when the Confederacy was in its mortal struggle and when he himself was charged with attempting counter-revolution. So too when the Rebellion was crushed, who more promptly or more manfully than he accepted the duties of that new, changed, transformed situation?—in his reply to Bontwell before the Reconstruction Committee saying, "The sword was appealed to to decide the question, and by the decision of the sword I am willing to abide"—and so like Lee pointing the Southern people their true path, and saying, "Patience; patience."

But Mr. Stephens not only lacks disqualifications, he has exceptional qualifications for public usefulness. We have hinted one of them. Not any true lover of civil liberty, none at least so capable as he, can be spared from the fight with the imperialists who are steadily shaping our republic into an empire. These men have entered upon what Carl Schurz calls "encroachments and usurpations;" what Senator Trumbull calls "a revolution in the form and structure of our Government;" what William C. Bryant calls "a new rebellion by act of Congress." These Northern Rebels owe this Southern Rebel his "return match;" and may the rebellion which would Cæsarize the Government get its *coup de grace* like the Rebellion which would have dissevered the republic! Keener weapons, brighter with use than those Mr. Stephens wields, no man will bring to the field where more and what is of more consequence than all we won at Appomattox will be the prize of victory. The Federal unity is worth all it cost; but that soul of liberty is priceless, which it was formed and constituted to guard.

Concerning the three amendments Mr. Stephens' position, misrepresented by radical journals, in fact is this. Amendment XIII, abolishing slavery, he regards as a valid part of the organic law because ratified by the constitutional constituencies of a sufficient number of States, (though some had no share in its proposal from Congress through voluntary absence). Amendments XIV and XV he, like all Democrats, regards as the offspring of gross usurpations of power passed by force, fraud, and perfidy; in the proposal of which ten States of the Union were denied a voice, and in the ratification of which they were submitted to constituencies not embraced in their constitutions, unknown to the Constitution of the United States, and carried through under a military despotism. But Mr. Stephens goes further, and thinks them invalid.

Whether his be the sounder legal opinion or no, on the point of validity, he would doubtless feel compelled to defer to a decision of the Supreme Court thereupon, which as at present constituted would not fail to affirm the same. But as to Amendment XV the difference is not great in a practical point of view, for Mr. Stephens in an authorized paper has declared his belief that negro suffrage "does not belong to Federal politics in any way," and his approval of a qualified negro suffrage. And as to the remaining Amendment XIV, leaving out the part which a vote of Congress can extinguish, and referring to its prohibitions upon States, we have no doubt whatever that Mr. Stephens concurs with the progressive Democrats of the North in the wholesale denial of any the least warrant therein for the Bayonet Election law or the outrageous Ku-klux act.

This practical concurrence of Mr. Stephens with the Democracy of the Northern States, not to mention the Southern, though a concurrence which is not unlimited by any means, will increase the usefulness of his influence, which, if exerted in opposition to their decision to recognize the results of the war, would for obvious reasons be less than nothing.

PRESIDENTIAL.

From the N. Y. Tribune.

Those who either hope or fear that this journal will be dragged or driven into a discussion of the question, "Who shall be the Republican candidate for President in 1872" may at once relinquish their hope or dispel their apprehension. A year is quite time enough to be devoted to the making of a President, and the beginning of another contest soon after one has been closed by an election is one of the most inveterate nuisances of American politics. We cannot realize that any practical good is likely to result from a newspaper presentation and discussion of the merits of possible candidates a full year in advance even of a nomination; but this is a free country, and every one does what seems right in his own eyes. We announce our own course, without seeking to control that of others.

In due time a Republican National Convention will doubtless be called, and the States requested to send delegates thereto; and then, it seems to us, a discussion of the merits of rival candidates, should more than one be suggested, will be in order. Meantime, if the Federal office-holders resolve to stand a little back and let others be heard occasionally, they will evince a becoming modesty and justify their friends' opinion of their good taste.

We of New York are not likely to have much weight in the next Republican National Convention unless we present our own State in a better shape than she has worn for some time past. We propose, therefore, to pay more immediate attention to this point. We shall doubtless have a State Convention early in the autumn, which will present candidates for the State offices to be filled next November, and endeavor so to organize the party that a Republican majority may be secured in both Senate and Assembly. We have no doubt that a Republican Legislature can be chosen, and we purpose to labor to this end. Whoever makes the differences unhappily prevailing in this city an excuse for apathy or bolting must answer therefor to his own conscience; but when the election is over, should either house be lost by a bare majority, when it would have been carried but for bolting, we shall put our finger on the very spot where the mischief was done, and endeavor to let the public know who did it. Faction and corruption sent Democrats to the last Senate from the Saratoga, Clinton, Oneida, and Monroe districts; and votes may be bought again, as votes were bought two years ago. It is due to the true men of the State that the culprits shall be more clearly indicated than they were then, and we shall try to furnish the needed information.

We repeat that, before the preferences of our State as to a Presidential candidate can be much regarded, it is essential that we demonstrate our ability to give him her vote. After that, our choice may be regarded by the Republicans of other States with an interest higher than mere curiosity.

PHILADELPHIA.

From the N. Y. Evening Post.

On next Saturday, July 1, if the arrangements are completed, Philadelphia will become, formally, a way station on one of the great highways between New York and the Western and Northwestern cities.

It will remain, of course, an important place for manufactures, some protected and others unprotected; the most comfortable city on the continent for workingmen and their families; one of the great centres of our manufacturing industry, and, like Newark, fortunate in its vicinity to New York. But we suppose with the completion of the bargain which is to give the New Jersey railroads into the control of the Pennsylvania Central Company, even the most ambitious Philadelphian will give up the long and unsuccessful struggle to make his city a seaport, and to contend with New York for commercial supremacy.

But when Mr. Thomas A. Scott, a Philadelphian himself, and reputed to be one of the ablest railroad managers in the United States, has the roads and canals of the New Jersey companies in his grasp, we trust he will recognize the immense importance to Philadelphia of the speediest and most frequent railroad communication with New York. Newark owes, we believe, much of its rapid growth in population and wealth, and its permanent prosperity, to the frequent and rapid communication it has with New York. Philadelphia is but ninety miles from this city, and Mr. Scott would do a brilliant service to his own city if he would enable Philadelphians to get to New York in two hours instead of three and a half.

We suppose it will not be necessary to suggest to the Free Trade League of this city that Philadelphia, thus brought into more intimate connection with New York, is good ground for the missionary efforts of the league.

WATCHES, JEWELRY, ETC.

GOLD MEDAL REGULATORS.

G. W. RUSSELL,

No. 22 NORTH SIXTH STREET,

Begs to call the attention of the trade and customers to the annexed letter:—

TRANSLATION.

"I take pleasure to announce that I have given to Mr. G. W. RUSSELL, of Philadelphia, the exclusive sale of all goods of my manufacture. He will be able to sell them at the very lowest prices.

"GUSTAV BECKER,
"First Manufacturer of Regulators,
"Freiburg, Germany.

NEW PUBLICATIONS.

ZELL'S ENCYCLOPEDIA, DICTIONARY AND GAZETTEER IS NOW COMPLETE, IN

59 PARTS, AT 50 CENTS PER PART.

ZELL'S NEW DESCRIPTIVE HAND

Atlas of the World,

First two Parts now ready, to be complete in 25 Parts, at 50 cents each. Experienced Agents Wanted.

T. ELLWOOD ZELL, Publisher,

Nos. 17 and 19 South SIXTH Street,

3 28 tusam PHILADELPHIA.

LOOKING GLASSES, ETC.

NEW ROGERS GROUP,

"RIP VAN WINKLE."

NEW CHROMOS.

All Chromos sold at 25 per cent. below regular rates. All of Prang's, Hoover's, and all others.

Send for catalogue.

Looking-Glasses,

ALL NEW STYLES,

At the lowest prices. All of our own manufacture.

JAMES S. EARLE & SONS,

No. 816 CHESNUT STREET.

ICE.

"PRICE OF ICE LOW ENOUGH TO SATISFY ALL."
"BE SURE KNICKERBOCKER IS ON THE WAGON."

KNICKERBOCKER ICE COMPANY.

THOS. E. CAHILL, President.
R. P. KERSHOW, Vice-President.
A. HUNT, Treasurer.
E. H. CORNELL, Secretary.
T. A. HENDRY, Superintendent.
Principal Office,
No. 435 WALNUT Street, Philadelphia.
Branch Offices and Depots,
North Pennsylvania Railroad and Master street.
Ridge Avenue and Willow street.
Willow Street Wharf, Delaware avenue.
Twenty-second and Hamilton streets.
Ninth Street and Washington avenue.
Pine Street Wharf, Schuylkill.
No. 4833 Main Street, Germantown.
No. 21 North second street, Camden, N. J., and Cape May, New Jersey.

1871. Prices for Families, Offices, etc. 1871.
8 pounds daily, 50 cents per week.
12 " " 65 " " "
16 " " 80 " " "
20 " " 95 " " "
Half bushel or forty pounds, 20 cents each delivery. 4 28 3m

LAW AND PATENT OFFICES,

No. 418 WALNUT STREET.

Francis D. Pastorius,

ATTORNEY AT LAW.

Patents procured for Inventions. 6 16f

WARBURTON'S IMPROVED VENTILATED and easy-fitting DRESS HATS (patented), in all the improved fashions of the season. CHESNUT Street, next door to the Post Office. rp1

SHIPPING.

FOR LIVERPOOL AND QUEENSTOWN.—The Inman Line of Royal Mail Steamers are appointed to sail as follows:—
City of New York, Saturday, July 1, at 2 P. M.
City of Brussels, Saturday, July 8, at 10 A. M.
Nemesis, Thursday, July 13, at 2 P. M
City of London, Saturday, July 15, at 2 P. M.
and each succeeding Saturday and alternate Tuesday, from pier No. 45 North river.

RATES OF PASSAGE

By Mail Steamer Sailing every Saturday.
Payable in gold. Payable in currency.
First Cabin.....$75 Steerage.....$30
To London.....80 To London.....35
To Halifax.....30 To Halifax.....15
Passengers also forwarded to Antwerp, Rotterdam, Sweden, Norway, Denmark, etc., at reduced rates.
Tickets can be bought here at moderate rates by persons wishing to send for their friends.
For further information apply at the company's office.
JOHN G. DALE, Agent, No. 15 Broadway, N. Y.
Or to O'DONNELL & FAULK, Agents,
No. 402 CHESNUT Street, Philadelphia.

NATIONAL STEAMSHIP COMPANY.

STEAM DIRECT TO AND FROM NEW YORK, QUEENSTOWN, AND LIVERPOOL.

The magnificent Ocean Steamships of this line, sailing regularly every SATURDAY, are among the largest in the world, and famous for the degree of safety, comfort, and speed attained.

CABIN RATES, CURRENCY,
$75 and $65. First class Excursion Tickets, good for twelve months, $130. Early application must be made in order to secure a choice of state-rooms.

STEERAGE RATES, CURRENCY,
Outward, $28. Prepaid, $32. Tickets to and from Londonderry and Glasgow at the same low rates. Persons visiting the old country, or sending for their friends should remember that these rates are positively much cheaper than other first-class lines.

Bank drafts issued for any amount, at lowest rates, payable on demand in all parts of England, Ireland, Scotland, Wales, and the Continent of Europe.

Apply to WALLER & CO., Agents,
No. 204 WALNUT St., just above Second.

THE REGULAR STEAMSHIPS ON THE PHILADELPHIA AND CHARLESTON STEAMSHIP LINE are ALONE authorized to issue through bills of lading to interior points South and West in connection with South Carolina Railroad Company.

ALFRED L. TYLER,
Vice-President So. C. RR. Co.

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS, La.

The JUNIATA will sail for New Orleans direct on Tuesday, July 11, at 8 A. M.
The JUNIATA will sail from New Orleans, via Havana, on ——, July ——.
THROUGH BILLS OF LADING at as low rates as by any other route given to MOBILE, GALVESTON, INDIANOLA, ROCKPORT, LAVACCA, and BRAZOS, and to all points on the Mississippi river between New Orleans and St. Louis. Red river freights reshipped at New Orleans without charge of commissions.

WEEKLY LINE TO SAVANNAH, GA.

The TONAWANDA will sail for Savannah on Saturday, July 1, at 8 A. M.
The WYOMING will sail from Savannah on Saturday, July 1.
THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines.

SEMI-MONTHLY LINE TO WILMINGTON, N. C.

The PIONEER will sail for Wilmington, N. C., on ——, July —, at 6 A. M. Returning, will leave Wilmington ——, July —.
Connects with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manchester Railroad to all interior points.
Freights for Columbia, S. C., and Augusta, Ga., taken via Wilmington at as low rates as by any other route.
Insurance effected when requested by shippers. Bills of lading signed at Queen street wharf on or before day of sailing.
WILLIAM L. JAMES, General Agent,
No. 130 S. THIRD Street.

CLYDE'S STEAM LINES.—Office, No. 12 South WHARVES.

PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP LINE, THROUGH FREIGHT AIR-LINE TO THE SOUTH AND WEST.

Steamers leave every WEDNESDAY and SATURDAY "at noon," from FIRST WHARF above MARKET Street.
No bills of lading signed after 12 o'clock on sailing day.
THROUGH RATES to all points in North and South Carolina, via Seaboard Air-line Railroad, connecting at Portsmouth, and at Lynchburg, Va., Tennessee, and the West via Virginia and Tennessee Air-line, and Richmond and Danville Railroads.
Freights HANDLED BUT ONCE and taken at LOWER RATES than by any other line.
No charge for commissions, drayage, or any expense of transfer. Steamships insure at lowest rates.
FREIGHTS RECEIVED DAILY.
State-room accommodations for passengers.
WM. P. PORTER, Agent, Richmond and City Point. T. P. CROWELL & CO., Agents, Norfolk.

PHILADELPHIA AND CHARLESTON, —PHILADELPHIA and CHARLESTON STEAMSHIP LINE.

THURSDAY LINE FOR CHARLESTON.

The first-class Steamship EMPIRE, Captain Hinckley, will sail on Thursday, June 29, at 3 P. M., noon, from Pier 8, North Wharves, above Arch street.
Through bills of lading to all principal points in South Carolina, Georgia, Florida, etc., etc.
Rates of freight as low as by any other route.
For freight or passage apply on the Pier, as above.
WM. A. COURTENAY, Agent in Charleston.

FOR NEW YORK DAILY.—VIA DELAWARE AND RARITAN CANAL.

EXPRESS STEAMBOAT COMPANY.

The CHEAPEST and QUICKEST water communication between Philadelphia and New York.
Steamers leave DAILY from first wharf below MARKET Street, Philadelphia, and foot of WALL Street, New York.
THROUGH IN TWENTY-FOUR HOURS.
Goods forwarded by all the lines running out of New York, North, East, and West, free of commission.
Freight received daily and forwarded on accommodating terms.
JAMES HAND, Agent,
No. 119 WALL Street, New York.

NEW EXPRESS LINE to ALEXANDRIA, GEORGETOWN, AND WASHINGTON, D. C., Chesapeake and Delaware Canal, connecting with Orange and Alexandria Railroad.

Steamers leave regularly every SATURDAY at noon, from First Wharf above MARKET Street.
Freights received daily.
HYDE & TYLER, Agents, Georgetown, D. C.
M. ELDRIDGE & CO., Agents, Alexandria, Va.

DELAWARE AND CHESAPEAKE TOW-BOAT COMPANY.

Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and intermediate points.
CAPTAIN JOHN LAUGHLIN, Superintendent.
OFFICE, No. 12 South WHARVES,
PHILADELPHIA.
WILLIAM P. CLYDE & CO.,
AGENTS
For all the above lines,
No. 12 SOUTH WHARVES, Philadelphia, where further information may be obtained.

LORILLARD STEAMSHIP COMPANY

FOR NEW YORK,

SAILING TUESDAYS, THURSDAYS, AND SATURDAYS AT NOON.

INSURANCE ONE-EIGHTH OF ONE PER CENT.
No bill of lading or receipt signed for less than fifty cents, and no insurance effected for less than one dollar premium.
For further particulars and rates apply at Company's office, Pier 33 East river, New York, or to
JOHN F. OHL,
PIER 19 NORTH WHARVES.
N. B.—Extra rates on small packages iron, metals, etc.

FOR NEW YORK, VIA DELAWARE and Raritan Canal.

SWIFTSURE TRANSPORTATION COMPANY.
DESPATCH AND SWIFTSURE LINES.
The steam propellers of this company leave daily at 12 M. and 5 P. M.
Through in twenty-four hours.
Goods forwarded to any point free of commission.
Freights taken on accommodating terms.
Apply to
WILLIAM M. BAIRD & CO., Agents,
No. 132 South DELAWARE Avenue.

SHIPPING.

FOR SAVANNAH, GEORGIA AND THE FLORIDA PORTS,
AND THE SOUTH AND SOUTHWEST.

GREAT SOUTHERN FREIGHT AND PASSENGER LINE.
CENTRAL RAILROAD OF GEORGIA AND ATLANTIC AND GULF RAILROAD.
FOUR STEAMERS A WEEK,
TUESDAYS,
THURSDAYS,
AND SATURDAYS.

THE STEAMSHIP
SAN SALVADOR, Captain Nickerson, from Pier No. 8 North River.
WM. R. GARRISON, Agent,
No. 5 Bowling Green.

MONTGOMERY, Captain Faircloth, from Pier No. 13 North River.
R. LOWDEN, Agent,
No. 93 West street.

LEO, Captain Dearborn, from Pier No. 16 East River.
MURRAY, FERRIS & CO., Agents,
Nos. 61 and 62 South street.

GENERAL BARNES, Captain Mallory, from Pier No. 36 North River.
LIVINGSTON, FOX & CO., Agents,
No. 88 Liberty street.

Insurance by this line ONE-HALF PER CENT.
Superior accommodations for passengers.
Through rates and bills of lading in connection with the Atlantic and Gulf Freight line.
Through rates and bills of lading in connection with Central Railroad of Georgia, to all points.
C. D. OWENS, Agent A. & G. R. R., No. 229 Broadway.
GEORGE YONGE, Agent C. R. R., No. 409 Broadway.

THE ANCHOR LINE STEAMERS Sail every Saturday and alternate Wednesday to and from Glasgow and Derry.

Passengers booked and forwarded to and from all railway stations in Great Britain, Ireland, Germany, Norway, Sweden, or Denmark and America as safely, speedily, comfortably, and cheaply as by any other route or line.

"EXPRESS" STEAMERS.	"EXTRA" STEAMERS.
ANGLIA,	IOWA,
AUSTRALIA,	TYRIAN,
BRITANNIA,	BRITANNIA,
INDIA,	IOWA,
COLUMBIA,	TYRIAN,
EUROPA.	BRITANNIA.

From Pier 20 North river, New York, at noon.
Rates of Passage, Payable in Currency, to Liverpool, Glasgow, or Derry:—
First cabins, $65 and $75, according to location.
Cabin excursion tickets (good for twelve months), securing best accommodations, $130.
Intermediate, $33; steerage, $28.
Certificates, at reduced rates, can be bought here by those wishing to send for their friends.
Drafts issued, payable on presentation.
Apply at the company's offices to
HENDERSON BROTHERS,
No. 7 BOWLING GREEN.

WHITE STAR LINE

OCEANIC STEAM NAVIGATION COMPANY'S LINE OF NEW STEAMERS BETWEEN NEW YORK AND LIVERPOOL, CALLING AT CORK, IRELAND.

The company's fleet comprises the following magnificent full-powered ocean steamships, the six largest in the world:—
OCEANIC, Captain Murray. ARCTIC.
ATLANTIC, Captain Thompson. BALTIC.
PACIFIC, Captain Perry. ADRIATIC.
These new vessels have been designed specially for the transatlantic trade, and combine speed, safety, and comfort.
Passenger accommodations unrivalled.
Parties sending for their friends in the old country can now obtain prepaid tickets.
Steerage, $32, currency.
Other rates as low as any first-class line.
For further particulars apply to ISMAY, IMRIE & CO., No. 10 WATER Street, Liverpool, and No. 7 EAST INDIA Avenue, LEADENHALL Street, London; or at the company's offices, No. 19 BROADWAY, New York.
J. H. SPARKS, Agent.

FOR ST. THOMAS AND BRAZIL. UNITED STATES AND BRAZIL STEAMSHIP COMPANY.

REGULAR MAIL STEAMERS sailing on the 23d of every month.
MERRIMACK, Captain Wier.
SOUTH AMERICA, Captain E. L. Tinklepaugh.
NORTH AMERICA, Captain G. B. Slocum.
These splendid steamers sail on schedule time, and call at St. Thomas, Para, Pernambuco, Bahia, and Rio de Janeiro, going and returning. For engagements of freight or passage, apply to
WM. R. GARRISON, Agent,
No. 5 Bowling-green, New York.

CORDAGE, ETC.

CORDAGE.

Manilla, Sisal and Tarred Cordage

At Lowest New York Prices and Freights.

EDWIN H. FITLER & CO.,

Factory, TENTH St. and GERMANTOWN Avenue.

Store, No. 22 N. WATER St. and 23 N. DELAWARE Avenue,

PHILADELPHIA

JOHN S. LEE & CO., ROPE AND TWINE MANUFACTURERS,
DEALERS IN NAVAL STORES,
ANCHORS AND CHAINS,
SHIP CHANDLERY GOODS, ETC.,
Nos. 46 and 48 NORTH WHARVES.

WHISKY, WINE, ETC.

WINES, LIQUORS, ENGLISH AND SCOTCH ALES, ETC.

The subscriber begs to call the attention of dealers, connoisseurs, and consumers generally to his splendid stock of foreign goods now on hand, of his own importation, as well, also, to his extensive assortment of Domestic Wines, Ales, etc., among which may be enumerated:—
500 cases of Clarets, high and low grades, carefully selected from best foreign stocks.
100 casks of Sherry Wine, extra quality of finest grade.
100 cases of Sherry Wine, extra quality of finest grade.
25 casks of Sherry Wine, best quality of medium grade.
25 barrels Scuppernong Wine of best quality.
50 casks Catawba Wine " "
10 barrels " " medium grade.
Together with a full supply of Brandies, Whiskies, Scotch and English Ales, Brown Stout, etc., etc., which he is prepared to furnish to the trade and consumers generally in quantities that may be required, and on the most liberal terms.
P. J. JORDAN.
6 5 1f No. 220 PEAR Street,
Below Third and Walnut and above Dock street.

CARSTAIRS & McCALL,

No. 126 Walnut and 21 Granite Sts.,

IMPORTERS OF

Brandies, Wines, Gin, Olive Oil, Etc.,

WHOLESALE DEALERS IN

PURE RYE WHISKIES,

IN BOND AND TAX PAID 23f

CLOTHS, CASSIMERES, ETC.

CLOTH HOUSE.

JAMES & HUBER.

No. 11 North SECOND Street,

Sign of the Golden Lamb,

Are now receiving a large and splendid assortment of new styles of

FANCY CASSIMERES

And standard makes of DOESKINS, CLOTHS and COATINGS, [3 23 mwa

AT WHOLESALE AND RETAIL.

GROCERIES, ETC.

TO FAMILIES RESIDING IN THE RURAL DISTRICTS.

We are prepared, as heretofore, to supply families at their country residences with EVERY DESCRIPTION OF FINE GROCERIES, TEAS, Etc.

ALBERT C. ROBERTS,

Corner ELEVENTH and VINE Sts.

NEWS SUMMARY.

City Affairs.

—The regatta on the Delaware, in which five different classes of boats participated, resulted in a victory for the Vesper, of the first class; Stella, of the third; Dreiberg, of the fourth; Caroline, of the fifth, and Dauntless, of the sixth. The winning boat took two-thirds of the prize money, and the second one-third.

—The Athletics fairly crushed the Red Stockings yesterday by a score of 20 to 8; but there was nothing brilliant on the play of either club.

—The Centennial Committee of Councils met yesterday, and passed a resolution looking to a meeting of the commissioners of all the States next fall in this city.

—The mare Lizzie Patchen, at Point Breeze Park yesterday, beat the Red Robin and Reuben in three straight mile heats. Time, 2:37½, 2:47½, and 2:44.

—The Board of Guardians met yesterday. There are 2982 people in the institution, of whom 1358 are males and 1624 females. The ordinary routine business was transacted. Mr. Parker recorded his opinion of pauper cooks. He said "they are wasteful and improvident," and that he had "picked out half a peck of good potatoes from a slop barrel." A contract for 3000 tons of coal was awarded to Cain, Hacker & Cook at $4·50 per ton.

—The Association for the Relief of Disabled Firemen have not ascertained from their committee yet whether it has the right to divide the funds.

Domestic Affairs.

—The New York Central Railroad tax is not yet paid or compromised.

—The first grand hop of this season, at Cape May, will take place on next Saturday.

—The Knights Templar of New England will, on the 11th of July, be entertained at a banquet at Saratoga.

—Judge Cardozo has denied the motion for a writ of error and stay of proceedings in the Foster murder case at New York.

—A large number of appointments arrived at Washington yesterday from Long Branch, the most of them being postmasters.

—The ship Hoge has just arrived at San Francisco from Hong Kong with 300 Chinese on board, and a full cargo consigned exclusively to Chinese merchants.

—The steamship City of Brooklyn, from New York on June 17, arrived at Queenstown, Ireland, at 1 o'clock A. M. yesterday, making the run in eight days and six hours.

—The decision of the United States District Court placing the Atlantic and Chattanooga Railroad in bankruptcy was yesterday reversed in the United States Circuit Court.

—All the coupon bonds which have been purchased within the last ten years, with the exception of those now passing through the hands of the accounting officers of the Treasury, have been examined and found genuine.

—The stone-cutters on the new Capitol at Albany, N. Y., having demanded $4·50 a day for eight hours' work, that being the pay they received for ten hours' work, the Capitol Commissioners have refused to concede it.

—At Princeville, Illinois, on Saturday, a man named McNamee attempted to hang Miss Potter, a school teacher, for punishing his child. The young lady was rescued from her perilous position and the brute was sent to jail.

—During the early portion of this month the cavalry near Fort Griffin, Texas, met a party of Indians, numbering two hundred men, women, and children, and showed them no quarter, killing all they could lay their hands upon.

—Bishops Ames and Janes yesterday considered the evidence in the Lanahan case and the verdict rendered by the committee. The latter body was in session with closed doors, considering the necessary steps with reference to the allegation of fraud against the Methodist Book Concern.

—The Secretary of the Treasury has for some time past been receiving from financial men in different parts of the country suggestions in relation to the loan, some of them advising that certain amounts of the issue of 1862 be replaced by the new five per cent.; and it is thought that a conclusion will soon be reached.

—Subscriptions were opened at Reading yesterday to the capital stock of the new Berks County Railroad, to connect the Lehigh Valley and Wilmington and Reading Railroads. The capital stock is $200,000, of which the Wilmington and Reading Company took one-half, and the citizens of Reading the balance, ten per cent. being paid down.

Foreign Affairs.

—Valmaseda is at Santiago de Cuba.

—Gambetta has arrived in Paris, but leaves again to-day.

—Efforts to suppress the revolution in Bolivia have proved unsuccessful.

—The official journal of France contains several official decrees relative to the loan and the war indemnity.

—The *Constitutionnel* urges the electors to ratify the policy of M. Thiers without condition or amendment.

—The *Verite* says, fearing detection, Communists and workmen appear to have decided to refrain from voting.

—The insurrection in Guatemala is spreading, and the indications are that now the revolutionists have possession of the entire country.

SUICIDE BY DROWNING.

A Woman Drowns Her Child and then Herself—Insanity the Cause—Full Particulars.

One of the strangest and saddest circumstances which it has been our duty to chronicle for a long time occurred on Thursday evening, in the suicide by drowning of a young married woman by the name of Dorette Schacht. She had been living very happily with her husband for the past year, previous to which she had made several attempts to take her life. Before marrying Mr. Schacht she had been the wife of a prominent Cleveland man—Dr. Quittenbaum. For several years past she had occasionally shown evidence of unsoundness of mind, which at one time became so marked that she was for a while placed under medical treatment in an insane asylum. About dusk Thursday evening she was seen by persons walking on St. Clair street, and to turn off from that street down Bratenahl avenue. She was pushing before her a baby-carriage, in which was a beautiful child of eight months, which was crying at the time as though it had instinctive foreknowledge of its impending fate.

The lady passed down the avenue, across the Lake Shore and Michigan Southern Railroad track, and turned into the premises of Mr. W. J. Gordon. She kept on and crossed a bridge over Doane's creek and left the carriage on the other side, about two hundred feet from the lake, taking the child and other contents of the carriage in her arms. Bearing these, she walked down to the beach, intent on accomplishing her dread purpose. The next that was seen of her after she left the carriage was by some boys on the shore, who discovered her floating on her back in the water, and just as they saw her she lifted up her hands and sunk beneath the surface. The boys set up a cry at once and went for assistance. It being too late to save her, the search for her body was postponed till morning. Nothing whatever was to be seen of the child, and she probably drowned the poor little fellow before the boys saw her.

The next morning the body was taken out of the water and the coroner sent for. The inquest was finished by 3 o'clock in the afternoon, and the verdict returned that she committed suicide by drowning while in a state of insanity. The most heartrending circumstance in the case is the unfortunate end of the innocent, helpless boy. The little fellow was taken out of the water at about 3 o'clock in the afternoon, near the place where his mother was found. The husband and father, deprived so suddenly and so terribly of a loved wife and child, has been almost deprived of reason by the fearful shock. —*Cleveland Leader, Saturday.*

THE SUEZ CANAL.

"Ce que coute a l'Egypte le Canal de Suez,' is the title of a pamphlet just published at Alexandria by Edouard Dervieu, a banker of that city, who was for many years agent to the Messageries Imperiales Company in Egypt. But before entering into financial details he passes a high eulogium on the disinterestedness of the two Viceroys under whom the enterprise was conceived and completed, pointing out that in an economical and commercial point of view the maritime canal, however beneficial to other nations, was decidedly disadvantageous to Egypt, depriving its railroads of much of their traffic, and the country generally of the profit derivable from the land transit of passengers. But "in a political point of view," remarks M. Dervieu—and the statement is significant as coming from a Frenchman—"the case was different; because the creation of a Bosphorus between the two seas, thereby facilitating direct communication between the two worlds, would necessarily increase the importance of the geographical position of Egypt, and secure its neutrality," or, in plainer words, its independence. The conventions between the Egyptian Government and the company have been several times revised and altered. With regard to many of the so-called concessions made by the company in return for the substantial aid periodically afforded them by the Viceroy, M. Dervieu remarks:—"It is true that the company abandoned a portion of the rights and privileges which had been accorded to them, but Egypt paid enormously for what it had originally given gratis." The following is an abstract of the entire expenditure of the Egyptian Government, including interest:—

Government shares in the Canal	£5,280,878
Indemnity to the Company	4,614,381
Construction of the Canal from Cairo to the Wadi	860,000
Paid for the Wadi property	400,000
Docks at Suez	360,009
Harbors at Suez	935,009
Lighthouses in the Mediterranean	50,000
Repurchase of concessions	1,612,025
	£14,112,284

"And if to this total," writes M. Dervieu, "be added the expenses of Nubar Pasha's mission to Paris, the cost of the splendid entertainments given by his Highness the Khedive on the opening of the canal, and that of several missions to Constantinople in order to obtain the Sultan's ratification of the concession, we may rest assured that the cost to Egypt of the Suez Canal amounts to 400,000,000 francs," or £16,000,000; that is, more than one-half of the Egyptian debt, which M. Dervieu reckons amounted to £28,737,283 on the 1st of January, 1871. M. Dervieu, however, has entirely omitted the Viceroy's Dairah, which form as great a drag on the resources of the country as the Government obligations, strictly so called. The amount, as quoted on the London Stock Exchange, will be as below:—

Total as given by M. Dervieu	£28,737,283
Nine per cent. Dairah Loan, 1867	£2,080,000
Seven per cent. Viceroy's Loan, 1866	3,387,300
Seven per cent. Khedive's Loan, 1870	7,142,860-12,616,160
	£41,347,443
To which is to be added (if report be true) for a loan just concluded on alleged security of railways, saving rights of Railway Loan of 1866	8,500,000
	£49,847,443

JAMES P. WOOD & CO.,

No. 41 S. FOURTH STREET.

Steam and Hot-water Heating, Gold's Patent Cast Iron Apparatus.

Architects, Builders and others desiring building heated with steam or hot water should not fail to examine this apparatus, which is superior to all the imitations offered for sale. Our cast-iron Radiators are adapted to high as well as low-pressure steam.

Steam-fitting in all its branches done at the shortest notice.

Particular attention paid to ventilation.

B. M. FELTWELL, Superintendent.

WOOD'S AMERICAN KITCHENER,

on the European principle, of neat and durable construction, suitable for public institutions, hotels, and private residences, having powerful waterbacks, and its cooking and baking qualities cannot be surpassed.

Also,

WOOD'S PARIS RANGE,

of a new and beautiful design, a superior Cooking and Baking Range, and the best construction for heating purposes yet offered for sale.

Sole Agents for the sale of

GRIFFITH'S PATENT

ARCHIMEDEAN VENTILATORS,

for ventilation, and a sure cure for smoky chimneys.

BALTIMORE FIRE-PLACE HEATERS.

The latest improvements, and the best in the market.

JAMES P. WOOD & CO.,

5 6 stuth 26trp No. 41 S. FOURTH St.

FIRE AND BURGLAR PROOF SAFES

STEAM

FIRE-PROOF SAFES,

SANBORN'S PATENT

Burglar-Proof Safes,

Of Welded Steel and Iron,

MADE BY

AMERICAN

STEAM SAFE CO.

No. 32 S. FOURTH St.

E. W. THOMAS. 3 1 stuth6mrp

COTTON SAIL DUCK AND CANVAS, OF ALL numbers and brands. Tent, Awning, Trunk and Wagon-cover Duck. Also, Paper Manufacturers' Drier Felts, from thirty to seventy-two inches, with Paulins, Belting, Sail Twine, etc.

JOHN W. EVERMAN,

No. 10 CHURCH Street (City Stores).

JOHN FARNUM & CO., COMMISSION MERchants and Manufacturers of Conestoga Ticking, etc. etc., No. 223 CHESNUT Street, Philadelphia.

INSURANCE.

STATEMENT

OF THE

AMICABLE

Mutual Life Insurance Company

OF NEW YORK,

On the 31st day of December, 1870, as made to the Auditor General's Department of the State of Pennsylvanth.

Capital Stock	$130,000·00
Cash on hand	$511·72
" in Chatham National Bank	4,058·11
" in hands of agents in course of transmission	50,690·07
United States Bonds, issued to Sioux City and Pacific Railroad Co., par value, $100,000; market value	110,500·00
Accrued interest not yet due	1,200·45
Premium loans endorsed on policies	25,155·16
Office furniture at home and branch offices	2,104·30
Revenue stamps	1 09
Bills receivable	1,012·52
Deferred premiums, being balance of quarterly and semi-annual premiums for year	22,913·56
	$228,146·98
Amount of losses during the year, adjusted but not due	$2,116·67
Amount of losses reported to the company but not acted upon	2,000·00
Amount of dividends due and unpaid	7,230·14
Amount of all other claims against the company	14,537·32
Amount required to safely reinsure all outstanding risks, as per the official valuation of the New York Insurance Department	102,892·00
	$128,776·13
Amount of cash premiums received	$66,150·03
Amount of premiums not paid in cash during the year, one-third loan of premium indorsed with policies	26,833·58
Interest received from investments	8,336·14
Income from all other sources, specifying what sources, sale of gold	7·36
	$101,377·11
Amount paid and owing for reinsurance premiums	$880·42
Amount of expenses paid during the year, including commissions and fees paid to agents and officers of the Company	42,155·87
Amount of taxes paid by the Company	2,162·72
Amount of all other expenses and expenditures	29,572·53
Par and market value of the Company's stock per share	100·00
Amount of losses paid during the year	6,000·00
Amount of returned premiums, whether paid or unpaid	7,842·20

Branch Office, No. 430 WALNUT St.,

PHILADELPHIA.

FRANCIS KEYSER,

6 24 stuth6t GENERAL AGENT.

INSURE IN AN OLD

Purely Mutual

HOME COMPANY.

NO STOCKHOLDERS TO RECEIVE LARGE DIVIDENDS.

INCORPORATED IN 1847.

THE PENN MUTUAL

Life Insurance Company

No. 921 CHESNUT STREET.

Accumulated Fund, nearly.....$4,000,000

Receipts for 1870.....$1,250,000

Principal Features—Small expenses, absolute security, large Return Premiums, Prompt payment of Losses, and liberality to the insured.

SAMUEL C. HUEY, President.
SAMUEL E. STOKES, Vice-President.
JOHN W. HORNOR, A. V. P. and Actuary.
H. S. STEPHENS, Secretary.

6 6 tuths21t

CHINA, GLASSWARE, ETC.

GAY'S CHINA PALACE,

No. 1109 CHESNUT Street.

JUST OPENED, AN ENTIRE NEW SHAPE STONE CHINA,

FRENCH FINISH.

Dinner and Tea Sets complete, 108 pieces.....$20·20

ALSO,

Stone China Dinner Sets, 100 pieces	12·00
Stone China Dinner Sets, 97 pieces	7·75
Stone China Cups and Saucers, per set 12 pieces	50
White Stone China Chamber Sets	2·50
Decorated Stone China Chamber Sets, 10 ps	4·50
White French China Dinner Sets, 127 pieces	18·00
Table Tumblers, per dozen	50
Table Goblets, per dozen	75
Glass Tea Sets (4 articles)	45

An endless variety of all styles White and Decorated China Fancy Goods, etc., at lowest prices.

Parties about furnishing for the country will do well to inspect our immense stock before purchasing.

Goods to go out of the city will be packed and delivered to transportation office free of charge, and insured against breakage to destination.

SHOW-ROOMS OPEN TILL 9 O'CLOCK AT NIGHT. [4 22 s 12m

Corn Exchange Bag Manufactory.

JOHN T. BAILEY,

N. E. Cor. WATER and MARKET Sts.

ROPE AND TWINE, BAGS and BAGGING, for Grain, Flour, Salt, Super-Phosphate of Lime, Bone Dust, Etc.

Large and small GUNNY BAGS constantly on hand. Also, WOOL SACKS.

J. T. EASTON. M'MAHON.

EASTON & McMAHON,

SHIPPING AND COMMISSION MERCHANTS,

No. 2 COENTIES SLIP, New York,
No. 18 SOUTH WHARVES, Philadelphia,
No. 45 W. PRATT STREET, Baltimore.

We are prepared to ship every description of Freight to Philadelphia, New York, Wilmington, and intermediate points with promptness and despatch. Canal Boats and Steam-tugs furnished at the shortest notice.

REVENUE STAMPS OF ALL DENOMINAtions, and in any quantity, can be had at the principal depot for the sale of United States Revenue Stamps, No. 304 CHESNUT Street, and at the branch office, No. 105 South FIFTH Street, one door below Chesnut. Revenue stamps printed on checks, drafts, receipts, etc. Address all orders to Stamp Agency, No. 304 CHESNUT Street.

A YOUNG MAN (MARRIED) WHO IS WELL acquainted with English Farming, and who is prepared to leave England directly, is desirous of finding a situation as Farm Manager in the country. Can be well recommended. Address

S. J. MILLS, No. 4 Shakespeare Villas,
6 17 3w Hythe, Kent, England.

ELECTRO-PLATING.—WANTED, A SITUAtion by a man who thoroughly understands plating and burnishing in all branches. Reference exchanged. Address THOMAS FORSYTH, Williamsburg, Mass. 6 14 10t

INSURANCE.

Fire, Inland, and Marine Insurance.

INSURANCE COMPANY

OF

NORTH AMERICA,

Incorporated 1794.

CAPITAL.....$500,000

ASSETS January 1 1871 $3,050,536

Receipts of '70	2,096,154	
Interests from Investments, 1870	137,050	
		$2,233,2
Losses paid in 1870		$1,136,941

STATEMENT OF THE ASSETS.

First Mortgages on Philadelphia City Property	$834,950
United States Government Loans	325,952
Pennsylvania State Loans	169,310
Philadelphia City Loans	300,000
New Jersey and other State Loans and City Bonds	225,510
Philadelphia and Reading Railroad Co., other Railroad Mortgage Bonds and Loans	368,245
Philadelphia Bank and other Stocks	62,486
Cash in Bank	$81,048
Loans on Collateral Security	31,434
Notes receivable and Marine Premiums unsettled	438,420
Accrued Interest and Premium in course of transmission	83,201
Real estate, Office of the Company	30,000
	$3,050,536

Certificates of Insurance issued, payable in London at the Counting House of Messrs. BROWN, SHIPLEY & CO.

ARTHUR G. COFFIN, PRESIDENT.

CHARLES PLATT, VICE-PRESIDENT.

MATTHIAS MARIS, Secretary.

C. H. REEVES, Assistant Secretary.

DIRECTORS.

ARTHUR G. COFFIN,	FRANCIS R. COPE,
SAMUEL W. JONES,	EDW. H. TROTTER,
JOHN A. BROWN,	EDW. S. CLARKE,
CHARLES TAYLOR,	T. CHARLTON HENRY,
AMBROSE WHITE,	ALFRED D. JESSUP,
WILLIAM WELSH,	LOUIS C. MADEIRA,
JOHN MASON,	CHAS. W. CUSHMAN,
GEORGE L. HARRISON,	CLEMENT A. GRISCOM
WILLIAM BROCKIE.	

1829. CHARTER PERPETUAL. 1871

Franklin Fire Insurance Company

OF PHILADELPHIA.

Office, Nos. 435 and 437 CHESNUT St.

Assets Jan. 1, '71, $3,087,452·35

CAPITAL.....$400,000·00
ACCRUED SURPLUS AND PREMIUMS. 2,687,452·35

INCOME FOR 1871, $1,200,000. LOSSES PAID IN 1870, $972,881·70.

Losses Paid Since 1829 Nearly $6,000,000.

The Assets of the "FRANKLIN" are all invested in solid securities (over $2,750,000 in First Bonds and Mortgages), which are all interest bearing and dividend paying. The Company holds no Bills Receivable taken for Insurances effected.

Perpetual and Temporary Policies on Liberal Terms. The Company also issues policies upon the Rents of all kinds of Buildings, Ground Rents and Mortgages.

DIRECTORS.

Alfred G. Baker,	Alfred Fitler,
Samuel Grant,	Thomas Sparks,
George W. Richards,	William S. Grant,
Isaac Lea,	Thomas S. Ellis,
George Fales,	Gustavus S. Benson.

ALFRED G. BAKER, President.
GEORGE FALES, Vice-President.
JAMES W. McALLISTER, Secretary.
THEODORE M. REGER, Assistant Secretary.

INCORPORATED MARCH 27, 1820.

FIRE ASSOCIATION,

No. 34 NORTH FIFTH STREET, PHILADELPHIA.

CAPITAL.....$500,000.
ASSETS, JANUARY 1, 1871, $1,705,319·07.

STATEMENT OF THE ASSETS.

Bonds and Mortgages	$1,546,967·92
Ground Rents	22,980 33
Real Estate	55,920·70
U. S. Gov. 5-20 Bonds	45,000·00
Cash on hand	24,449·62
	$1,705,319·07

DIRECTORS.

William H. Hamilton,	Jesse Lightfoot,
John Carrow,	Robert Shoemaker,
George I. Young,	Peter Armbruster,
Joseph R Lyndall,	M. H. Dickinson,
Levi P. Coats,	Peter Williamson,
Samuel Sparhawk,	Joseph E. Schell.

Samuel Floyd.

WM. H. HAMILTON, President.
SAMUEL SPARHAWK, Vice-President.
WILLIAM F. BUTLER, Secretary.

THE PENNSYLVANIA FIRE INSURANCE COMPANY.

Incorporated 1825—Charter Perpetual.

No. 510 WALNUT Street, opposite Independence Square.

This Company, favorably known to the community for over forty years, continues to insure against loss or damage by fire on Public or Private Buildings, either permanently or for a limited time. Also on Furniture, Stocks of Goods, and Merchandise generally, on liberal terms.

Their Capital, together with a large Surplus Fund, is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.

DIRECTORS.

Daniel Smith, Jr.,	Thomas Smith,
Isaac Hazlehurst,	Henry Lewis,
Thomas Robins,	J. Gillingham Fell,
John Devereux,	Daniel Haddock,

Franklin A. Comly.

DANIEL SMITH, JR., President.
WM. G. CROWELL, Secretary.

THE ENTERPRISE INSURANCE COMPANY OF PHILADELPHIA.

OFFICE S. W. CORNER FOURTH AND WALNUT STREETS.

PERPETUAL AND TERM POLICIES ISSUED.
CASH CAPITAL (paid up in full).....$200,000·00
CASH ASSETS, December 1, 1870.....600,388·00

DIRECTORS.

F. Ratchford Starr,	J. Livingston Erringer,
Nalbro Frazier,	James L. Claghorn,
John M. Atwood,	William G. Boulton,
Benjamin T. Tredick,	Charles Wheeler,
George H. Stuart,	Thomas H. Montgomery,
John H. Brown,	James M. Aertsen.

F. RATCHFORD STARR, President.
THOMAS H. MONTGOMERY, Vice-President.
ALEXANDER W. WISTER, Secretary.
JACOB E. PETERSON Assistant Secretary.

FAME INSURANCE COMPANY,

No. 809 CHESNUT Street.

INCORPORATED 1856. CHARTER PERPETUAL.

CAPITAL $200,000.

FIRE INSURANCE EXCLUSIVELY.

Insurance against Loss or Damage by Fire either by Perpetual or Temporary Policies.

DIRECTORS.

Charles Richardson,	Robert Pearce,
William H. Rhawn,	John Kessler, Jr.,
William M. Seyfert,	Edward B. Orne,
John F. Smith,	Charles Stokes,
Nathan Hilles,	John W. Everman,
George A. West,	Mordecai Buzby.

CHARLES RICHARDSON, President.
WILLIAM H. RHAWN, Vice-President.
WILLIAMS I. BLANCHARD, Secretary.

IMPERIAL FIRE INSURANCE CO.,

LONDON.

ESTABLISHED 1803.

Paid-up Capital and Accumulated Funds.

$8,000,000 IN GOLD.

PREVOST & HERRING, Agents,

No. 107 S. THIRD Street, Philadelphia.

HAS. M. PREVOST CHAS. P. HERRING

INSURANCE.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY. Incorporated by the Legislature of Pennsylvania, 1836.

Office S. E. corner of THIRD and WALNUT Streets, Philadelphia.

MARINE INSURANCES

on Vessels, Cargo, and Freight to all parts of the world.

INLAND INSURANCES

on Goods by river, canal, lake, and land carriage to all parts of the Union.

FIRE INSURANCES

on Merchandise generally; on Stores, Dwellings, Houses, etc.

ASSETS OF THE COMPANY, November 1, 1870.

,000	United States Six Per Cent Loan (lawful money)	$333,375 00
100,000	State of Pennsylvania Six Per Cent. Loan	214,000·00
200,000	City of Philadelphia Six Per Cent. Loan (exempt from Tax)	204,162·50
164,000	State of New Jersey Six Per Cent. Loan	168,920·00
20,000	Pennsylvania Railroad First Mortgage Six Per Ct. Bonds	20,700·00
25,000	Pennsylvania Railroad Second Mortgage Six Per Ct. Bonds	25,250·00
25,000	Western Pennsylvania Railroad Mortgage Six Per Cent. Bonds (Pennsylvania Railroad guarantee)	20,000·00
80,000	State of Tennessee Five Per Ct. Loan	18,000·00
7,000	State of Tennessee Six Per Ct. Loan	4,200·00
12,500	Pennsylvania Railroad Company (250 Shares Stock)	15,000·00
5,000	North Pennsylvania Railroad Company (100 Shares Stock)	4,300·00
10,000	Philadelphia and Southern Mail Steamship Company (80 sh's Stock)	4,000·00
1,650	Loans on Bond and Mortgage, first liens on City Properties	361,650·00
$1,260,150	Par. C'st, $1,264,447·34. M'kt v'l	$1,293·567·00
	Real Estate	56,000·50
	Bills Receivable for Insurances made	230,971·27
	Balances due at Agencies—Premiums on Marine Policies—Accrued Interest and other debts due the Company	93,375·40
	Stock and Scrip, etc., of sundry corporations, $7950, estimated value	3,912·00
	Cash	142,911·73
		$1,820,727·97

DIRECTORS.

Thomas C. Hand,	Samuel E. Stokes,
John C. Davis,	William G. Boulton,
Edmund A. Souder,	Edward Darlington,
Joseph H. Seal,	H. Jones Brooke,
James Traquair,	Edward Lafourcade,
Henry Sloan,	Jacob Riegel,
Henry C. Dallett, Jr.,	Jacob P. Jones,
James C. Hand,	James B. McFarland,
William C. Ludwig,	Joshua P. Eyre,
Hugh Craig,	Spencer McIlvaine,
John D. Taylor,	Thomas P. Stotesbury,
George W. Bernadou,	John B. Semple, Pittsb'rg,
Wm. C. Houston,	A. B. Berger, Pittsburg,
H. Frank Robinson,	D. T. Morgan, Pittsburg.

THOMAS C. HAND, President.
JOHN C. DAVIS, Vice-President.
HENRY LYLBURN, Secretary.
HENRY BALL, Assistant Secretary.

ASBURY

LIFE INSURANCE CO.

NEW YORK.

C. C. NORTH, President.
A. V. STOUT, Vice-President.
EMORY McCLINTOCK, Actuary.

JAMES M. LONGACRE,

MANAGER FOR PENNSYLVANIA AND DELAWARE,

Office, 302 WALNUT St., Philadelphia.

A. E. M. PURDY, M. D., Medical Examiner.
REV. S. POWERS, Special Agent.

Union Mutual Insurance Company

OF PHILADELPHIA.

INCORPORATED 1804.

Fire, Marine, and Inland Insurance.

Office, N. E. Cor. THIRD and WALNUT

LOSSES PAID SINCE FORMATION,

$7,000,000.

ASSETS OF THE COMPANY, JANUARY 1, 1871,

$255,397·89.

RICHARD S. SMITH, President.
JOHN MOSS, Secretary.

People's Fire Insurance Company,

No. 514 WALNUT Street.

CHARTERED 1869.

Fire Insurance at LOWEST RATES consistent with security. Losses promptly adjusted and paid.

NO UNPAID LOSSES.

Assets December 31, 1870.....$128,851·75

CHAS. E. BONN, President.
GEO. BUSCH, Jr., Secretary.

ANTHRACITE INSURANCE COMPANY.

INCORPORATED 1854.
CHARTER PERPETUAL.

Office, No. 311 WALNUT Street, between Third and Fourth streets, Philadelphia.

This Company will insure against Loss or Damage by Fire, on Buildings, Furniture, and Merchandise generally.

Also, Marine Insurance on Vessels, Cargoes, and Freights. Inland Insurance to all parts of the Union.

DIRECTORS.

William Esher,	Lewis Audenreid,
Wm. M. Baird,	John Ketcham,
John R. Blakiston,	J. E. Baum,
W. F. Dean,	John B. Heyl,
Peter Sieger,	Samuel H. Rothermel.

WILLIAM ESHER, President.
WM. F. DEAN, Vice-President.
W. M. SMITH, Secretary.

HARDWARE, ETC.

CUMBERLAND NAILS

$4·75 Per Keg.

These Nails are known to be the best in the market

All Nails, no waste, and cost no more than other brands.

Each keg warranted to contain 100 pounds of Nails.

Also, a large assortment of fine Hinges, Locks, and Knobs. Salid Bronze, suitable for first-class buildings, at the great

Cheap-for-Cash Hardware Store

OF

J. B. SHANNON,

3 14 tuths No. 1009 MARKET Street.

LADIES' HUMAN HAIR EMPORIUM

No. 7 S. TENTH Street.

Having opened a new and splendid store for accommodation of the ladies who desire fine HAIR WORK, the best talent that can be procured is employed in this line of business, who have had twelve years' experience in France and Germany, making up all the various designs of HAIR FROM COMBINGS, which some have the presumption to claim as their inventions.

The ability of MISS WEEKS in HAIR DRESSING is acknowledged by ar tists in the business to stand unrivalled. [4 1sw26t] G. F. WEEKS.

CHEGARAY INSTITUTE, NOS 1527 AND 1529 SPRUCE Street, Philadelphia, Pa. ENGLISH and FRENCH for *Young Ladies and Misses*. Boarding and day pupils will reopen on MONDAY, September 25. *French is the language of the family, and is constantly spoken in the Institute.*

6 1 thstuem) MADAME D'HERVILLY, Principal.

ALEXANDER G. CATTELL & CO., PRODUCE COMMISSION MERCHANTS,

No. 26 NORTH WHARVES

AND

No. 27 NORTH WATER STREET,

PHILADELPHIA.

ALEXANDER G. CATTELL. ELIJAH CATTELL

AMUSEMENTS.

SIMPSON'S NEW MUSEUM AND MENAGERIE, N. W. COR. NINTH AND ARCH STREETS.

Open daily. Admission 25 cents.

500,000 CURIOSITIES.

In the Lecture Room, the beautiful Drama,

SEA OF ICE; OR, A MOTHER'S PRAYER.

EVERY EVENING, and WEDNESDAY and SATURDAY MATINEES.

New Scenery. New Dramas produced.

POWERFUL CAST OF CHARACTERS.

LOOK OUT FOR "FOURTH" OF JULY!

PROPOSALS.

PROPOSALS FOR MATERIALS TO BE SUPPLIED TO THE NAVY YARDS UNDER THE COGNIZANCE OF THE BUREAU OF CONSTRUCTION AND REPAIR.

NAVY DEPARTMENT,
BUREAU OF CONSTRUCTION AND REPAIR,
WASHINGTON, D. C., June 6, 1871.

Sealed proposals to furnish Timber and other materials for the Navy for the fiscal year ending June 30, 1872, will be received at this Bureau until 12 o'clock M. of the 30th of June instant, at which time the bids will be opened.

The proposals must be addressed to the Chief of the Bureau of Construction and Repair, Navy Department, Washington, and must be endorsed "Proposals for Timber, etc., for the Navy," that they may be distinguished from ordinary business letters.

To prevent confusion, and facilitate the opening of the bids, parties bidding for supplies at several yards will enclose their bids in separate envelopes, each indorsed with the name of the yard for which the bid is made.

Printed schedules for such classes as parties deal in and intend to bid for, together with instructions to bidders, giving the forms of proposal, of guarantee, and of certificate of guarantors, with printed forms of offer, will be furnished to such persons as desire to bid, on application to the Commandants of the respective Navy Yards, and those of all the yards on application to the Bureau.

The Commandant of each Navy Yard, and the purchasing Paymaster for each station, will have a copy of the schedules of the other yards, for examination only, in order that persons who intend to bid may judge whether it is desirable to make application for any of the classes of those yards.

The proposals must be for the whole of a class, but the Department reserves the right to reduce the whole class, should the interest of the Government require it, before the execution of the contract. All applications for information, or for the examination of samples, must be made to the Commandants of the respective yards.

The proposal must be accompanied by a certificate from the Collector of Internal Revenue for the district in which the bidder resides, that he has a license to deal in the articles for which he proposes; *and, by direction of the Department, bids or offers will be received only from parties who are bona fide dealers in, or manufacturers of, the articles they offer to furnish.* The guarantors must becertified by the Assessor of Internal Revenue for the district in which they reside.

The contract will be awarded to the person who makes the lowest bid and gives the guarantee required by law, the Navy Department, however, reserving the right to reject the lowest bid, or any which it may deem exorbitant.

Sureties in the full amount will be required to sign the contract, and their responsibility must be certified to the satisfaction of the Navy Department.

As additional security twenty per centum will be withheld from the amount of the bills until the contracts shall have been completed, and eighty per centum of the amount of each bill, approved in triplicate by the Commandants of the respective yards, will be paid by the Paymaster of the station designated in the contract, or, if none is specified, by the Paymaster of the station nearest the yard where the goods are delivered, within ten days after the warrant for the same shall have been passed by the Secretary of the Treasury.

The classes of this Bureau are numbered and designated as follows:—

No. 1, White Oak Logs; No. 2, White Oak Keel Pieces; No. 3, White Oak Curved Timber; No. 7, Yellow Pine Logs; No. 8, Yellow Pine Beams—Oregon Pine Beams at Mare Island Yard; No. 9, Yellow Pine Mast Timber—Oregon Pine Mast Timber at Mare Island Yard; No. 11, White Pine Logs; No. 12, White Pine Mast Timber; No. 13, White Pine Plank Boards—Sugar Pine Boards at Mare Island Yard; No. 15, White Ash, Elm, Beech—White Ash, Redwood at Mare Island Yard; No. 16, White Ash Oars; No. 18, Black Walnut, Mahogany, Maple, Cherry; No. 22, Cypress, Cedar; No. 23, Black Spruce; No. 24, White Oak Staves and Headings; No. 25, Lignumvitæ; No. 30, Ingot Copper; No. 32, Wrought Iron, round and square. No. 33, Wrought Iron, flat; No. 34, Iron, plate; No. 35, Steel; No. 37, Iron Spikes; No. 38, Iron Wrought Nails; No. 39, Iron Cut Nails; No. 42, Lead, pipe, sheet; No. 43, Zinc; No. 44, Tin; No. 45, Solder; No. 48, Locks, Hinges, Bolts, of brass and iron; No. 49, Screws, of brass and iron; No. 50, Files; No. 51, Augers; No. 52, Tools for ship stores; No. 53, Tools for use in yard and shops; No. 54, Hardware; No. 56, White Lead; No. 57, Zinc Paints; No. 58, Colored Paints, Dryers; No. 59, Linseed Oil; No. 60, Varnish, Spirits Turpentine; No. 63, Sperm and Lard Oil; No. 64, Tallow, Soap; No. 65, Fish Oil; No. 68, Glass; No. 69, Brushes; No. 70, Dry Goods for upholstering; No. 71, Stationery; No. 72, Cruetbles; No. 73, Ship Chandlery; No. 74, Acids; No. 75, Resin, Pitch, Crude Turpentine; No. 77, Belting, Packing; No. 78, Leather, pump rigging, lacing; No. 80, Junk; No. 85, Anthracite Coal; No. 86, Semi-bituminous Coal; No. 87, Bituminous Coal; No. 88, Charcoal; No. 89, Wood.

The following are the classes, by the numbers, required at the respective navy yards:—

KITTERY.

Nos. 13, 15, 18, 22, 33, 33, 39, 44, 48, 49, 50, 51, 52, 53, 54, 56, 58, 59, 60, 63, 68, 69, 70, 71, 73, 74, 78, 85, 87, 88.

CHARLESTOWN.

Nos. 1, 7, 13, 15, 16, 18, 23, 24, 25, 32, 33, 34, 35, 37, 38, 39, 42, 43, 44, 48, 49, 50, 51, 52, 53, 54, 56, 58, 60, 63, 64, 65, 68, 69, 70, 71, 73, 74, 77, 78, 82, 85, 87, 88.

BROOKLYN.

Nos. 1, 7, 11, 13, 15, 16, 18, 22, 23, 24, 25, 32, 33, 37, 42, 51, 53, 54, 56, 57, 58, 59, 60, 63, 68, 69, 70, 71, 73, 74, 80, 85, 86, 88.

PHILADELPHIA.

Nos. 1, 7, 9, 32, 33, 63, 71, 85, 87.

WASHINGTON.

Nos. 1, 3, 7, 11, 12, 13, 15, 18, 23, 30, 32, 33, 34, 35, 37, 38, 39, 42, 43, 44, 45, 48, 49, 50, 51, 52, 53, 54, 56, 58, 59, 60, 63, 64, 68, 69, 70, 71, 72, 73, 74, 75, 77, 78, 85, 87, 88, 89.

NORFOLK.

Nos. 1, 7, 9, 13, 15, 18, 22

Evening Telegraph

PUBLISHED EVERY AFTERNOON

(SUNDAYS EXCEPTED),

AT THE EVENING TELEGRAPH BUILDING,

No. 108 S. THIRD STREET,

PHILADELPHIA.

The Price is three cents per copy (double sheet), or eighteen cents per week, payable to the carrier by whom served. The subscription price by mail is Nine Dollars per annum, or One Dollar and Fifty Cents for two months, invariably in advance for the time ordered.

TUESDAY, JUNE 27, 1871.

☞ THE EVENING TELEGRAPH, from its original establishment, has been in the receipt of telegraphic news from the New York Associated Press, which consists of the *Tribune, Times, Herald, World, Sun, Journal of Commerce, Evening Post, Commercial Advertiser*, and *Evening Express*. The success which has attended our enterprise is, in itself, a sufficient evidence of the freshness, fullness, and reliability of the news which we have received from this source. In March, 1870, we entered into a special contract by which THE EVENING TELEGRAPH has the *exclusive* use of the news furnished in the afternoon by the Associated Press to its own members, the *North American, Inquirer, Ledger, Press, Age, Record*, and *German Democrat*, of this city, and the leading journals of the East, North, West, and South; and hereafter THE TELEGRAPH will be the *only evening paper published in this city* in which the afternoon despatches of the Associated Press will appear.

☞ The earliest regular edition of the THE EVENING TELEGRAPH goes to press at 1½ o'clock, and the subsequent regular editions at 2½, 3½, and 4½. Whenever there is important news of the complications in Europe, extra editions will be issued after this hour, and before the regular time for the early edition.

INDEPENDENCE IN POLITICS.

THE very idea of a republic presupposes that it is the duty no less than the right of every citizen to take an active interest in the administration of the government. Those who by the habitual neglect of their duties allow the doors to be opened wide for corruption in every shape are scarcely less blamable than those who take advantage of their neighbors' negligence to wield the powers of the State for their own individual benefit. The man of business who enjoys all the advantages that a free government can afford for the accumulation of wealth at least owes it to himself and to his posterity that his influence shall be given in favor of liberty, law, and justice, so far as is possible, by showing an intelligent interest in politics; and those who neglect their duties in this matter are enemies to society, no matter how honorable and virtuous their private lives may be. If it were possible to do so, every citizen who possesses the right of suffrage should be compelled to exercise it; and it should be considered disgraceful to shirk a duty upon the proper performance of which the safety, honor, and welfare of society depend. It is not only a citizen's duty to vote, however, but it is his duty to vote intelligently. When a man arrives at the age of one-and-twenty years, it is time for him to dispassionately consider to what extent his peculiar opinions are the results merely of education, or are based upon sound principles that commend themselves to his impartial judgment. A man who is a Republican or Democrat merely because his father was one before him is only a dead weight in politics, and his principal use is to balance an equal amount of stupidity on the other side. A man who affiliates with a certain political party, and who, having made his choice, sticks to it through all its vicissitudes, no matter how much the times may have changed or the ideas which once gave it vitality may have become obsolete, is little more than a tool in the hands of political traders who do not hesitate to prostitute the greatest principles if they can obtain so much ready cash by so doing. It is not only essential for a citizen to choose a particular class of political ideas to which he may give his adhesion, but also for him to narrowly watch the changes that are continually taking place, which bring new ideas to the surface, and which frequently make party names the merest burlesques. Political parties are necessary, not merely for the aids they afford for keeping the machinery of government in motion, but for the opportunities they offer for the discussion of political principles and for preserving the balance of power, but mere blind partisanship is as contemptible in an educated newspaper-reading citizen of a free country as is the intriguing and wire-pulling of the trading politicians who seek to take advantage of it for the promotion of their own ends.

At every election every citizen has, to a greater or less extent, the control of the result, and each one should vote with the same sense of responsibility as if he knew that his ballot would be decisive. A man who is fit at all to exercise the right of suffrage owes it to himself, to the community of which he is a member, and to the cause of popular liberty to seriously ask himself how the interests of the public at large and of himself in his relations as a citizen of a great nation may best be served, and then, having fully made up his mind, to cast his ballot as his best judgment and conscience may dictate. If every citizen did this, party lines might probably be as distinctly drawn as they are now, seemingly antagonistic principles and interests would marshal men into opposing ranks, but political contests would cease to be mere games of chance between rival aspirants for office, and the opinions and wishes of the people would be represented in our municipal, State, and National Governments in a very different manner from at present. Let it be an assured thing that a majority of the voters cannot be relied upon to follow the lead of certain politicians who arrogate to themselves the functions of party managers, and the scamps who attach themselves to great political parties for the sake of plunder will either have to earn their living honorably or will bring up in the penitentiary, where they rightly belong. It will be impossible for men who make a trade of politics, and to whom principle is a byword of contempt, to lead the public by the nose; and as honor will attach to the holding of the great offices of the Government, there will be a competition among honorable men to obtain them, and they will not be left to be the prey of conscienceless scoundrels whom no private citizen would trust in the management of his own affairs. We believe that the independent voters who study the great political principles of the times for themselves, and who deposit their ballots at every election as their best judgment dictates, are rapidly increasing, and we hope that they will continue to increase. The future of republican liberty, not only on this continent but throughout the world, depends upon them, and now and ever may they follow the advice of Davy Crockett's maxim—"Be sure you're right, and then go ahead."

THE CENTENNIAL.

THE preliminary arrangements for a grand centennial celebration of American Independence are gradually being perfected. At a meeting of the Joint Special Committee of Councils which has this subject in charge, held yesterday, the chairman submitted a list of the names of State and Territorial commissioners already appointed to represent Florida, Indiana, Minnesota, New Hampshire, Pennsylvania, Texas, Wisconsin, Arizona, Dakota, Montana, and Connecticut; and commissioners will probably soon be appointed to represent all the other States and Territories.

To insure the success of the proposed demonstration, and to make it worthy of the event it commemorates, however, the co-operation of the whole civilized world should be secured. The first duty of Philadelphians is to cultivate and develop among themselves a proper sense of the importance of the centennial and of the necessity of devoting their best energies to a thorough organization of its details, and to the task of fitting the city to become the resort of millions of visitors. We should, in every sense of the word, put our municipal house in order; and, while it is being prepared, spare no pains to extend invitations and a knowledge of projected inducements to participate in the centennial broadcast over the remotest corners of the United States and over every civilized nation.

No definite programme for the centennial has yet been devised. The best talent of the city, State, and nation could be worthily employed in elaborating ideas calculated to include in the demonstration the greatest possible variety of appropriate attractions, and to promote its completeness. We have seen in what spirit events possessing a special interest for only a portion of our citizens have been celebrated. How the Methodists, for instance, celebrated their American centennial; how the Germans of Philadelphia recently celebrated the triumph of the Fatherland; how political parties and secret or other societies celebrate, from time to time, notable events connected with their respective organizations; but it remains to be seen in what spirit the whole body of American citizens will celebrate the grandest of human events, in which they all have a common interest, and which at the same time has a significance for the whole family of civilized nations, and for every human being upon the face of the globe. While every American should be willing to make sacrifices, to increase expenditures, and to use his best talents and exertions to add *eclat* and to round out such a demonstration, it is peculiarly incumbent upon the citizens of Philadelphia to take an especial part in these labors. They will be the hosts of the occasion; this city will be the Mecca of all lovers of freedom, and of all who cherish feelings of peace and good-will to the American Union; and as the temple of national independence is under our especial guardianship, it especially behooves us to see that its portals are rendered attractive, and that the memories it evokes command the highest possible respect.

RAILROAD EARNINGS.

Week ending June 8. Earnings From		*Week ending June 16. Earnings From*	
Freights	$11,773·78	Freights	$15,113·25
Passengers	3,453·57	Passengers	4,064·08
U. S. Mail and Express	237·50	U. S. Mail and Express	237·50
Miscellaneous	71·99	Miscellaneous	21·52
Total	$15,536·84	Total	$19,456·35

We desire to call the attention of our readers to the above tabular statement of the earnings of the Lake Superior and Mississippi Railroad for the first and second weeks of the present month. This line, which extends from St. Paul, Minnesota, to Duluth, at the head of Lake Superior, a distance of one hundred and fifty-five miles, with branches to Minneapolis and Stillwater, is already doing a large and flourishing business. Its favorable location is destined to make it the favorite route for the shipment of flour and grain from the Northwestern States to the Eastern markets. There have been shipped via this route this season, since the opening of navigation, 155,478 bushels of wheat and 41,523 barrels of flour.

The distance from St. Paul to Milwaukee is 406 miles against 155 miles to Duluth, while the distance to Aychy Lake is almost the same from both places, and it is not difficult to foresee that the immense trade will follow this new, shorter, and cheaper route to the Eastern markets, thus making Duluth, in a few years, the great shipping port of the Northwest.

This line, at its southern end, has one arm terminating in the fertile valley of the St. Croix at Stillwater; one at St. Paul, the head of navigation on the Mississippi river; and one passing through Minneapolis and extending down to a junction with the St. Paul and Sioux City Railroad on the Minnesota river; and at its northern terminus, Duluth, it connects with the Atlantic, Duluth, and Pacific line and Union Steamboat Company, composed of ten first-class steamers, connecting at Erie with the Philadelphia and Erie and Pennsylvania Central Railways, and at Buffalo with the Erie Railway. The St. Lawrence and Lake Superior line, consisting of three fleet and elegant steamers, connecting at Collingwood with the Northern Railroad of Canada and the railway system of Canada; the Northern Transportation Company, connecting at Sarnia and Ogdensburg with the Grand Trunk and Vermont Central Railways and two lines running to Milwaukee and Chicago, making in all a fleet of twenty-three steamers besides numerous sailing vessels, which at no time this season have been able to take away the freight as fast as it is delivered at Duluth.

NOTICES.

SUMMER SUITS! SUMMER SUITS!!
SKELETON COATS,
HALF-LINED SUMMER DIAGONAL DERBY SACKS,
MIDDLESEX FLANNEL SACKS,
DRAP D'ETE SUITS,
ALPACA COATS,
LINENS,
AT
THE VERY LOWEST PRICES.
WANAMAKER & BROWN,
POPULAR CLOTHING HOUSE.

Bonner Dusters, King William Dusters.
Bonner Dusters, King William Dusters.
Bonner Dusters, King William Dusters.

WHITE DUCK SACKS.
NEW STYLE DIAGONAL VESTS.
WHITE MARSEILLES VESTS.

French Cassimere Pants, Striped, welted seam, Spring-bottom. } Only $3 per pair.

SUMMER SUITS.
SUMMER SUITS.
WANAMAKER & BROWN,
OAK HALL,
THE LARGEST CLOTHING HOUSE IN AMERICA,
S. E. CORNER SIXTH AND MARKET STREETS.

WINES.

DELICACIES FOR THE TABLE.

Every variety of the CHOICEST DELICACIES for the table, including the finest quality of WINES of every description, at the lowest Cash Prices, and wholesale at wholesale prices.

E. BRADFORD CLARKE,

(SUCCESSOR TO SIMON COLTON & CLARKE,)

S. W. Corner BROAD and WALNUT,

6 22 tuths4p PHILADELPHIA.

CLOTHING.

A FINE "NEGLIGEE" SUIT

Is very becoming to a gentleman of taste and refinement.

ROCKHILL & WILSON

have on hand
a fine assortment
of these
and of
all other sorts
of nice Summer Suits
Elegantly adapted for hot weather.
Gentlemen and their sons fitted out with all varieties and styles of choice Summer Clothing at the shortest notice at the lowest prices!

Call at our GREAT BROWN HALL,
And look at our stock,
And examine our prices,
Before you go elsewhere.

ROCKHILL & WILSON,

GREAT BROWN HALL,

603 and 605 CHESNUT STREET.

HABILLEMENTS
No. 824 CHESTNUT ST.
CHARLES STOKES & CO.
UNDER THE CONTINENTAL HOTEL
PHILADELPHIA: PA.

TO BE SOLD

All our stock of

Ready-made Clothing,

Which is to be disposed of to enable us to carry on solely a CUSTOMER BUSINESS. The sale is imperative, and the Reductions in Prices are startling and real, while the high reputation our READY-MADE GARMENTS have obtained for general good style, elegance, fineness, and durability of both fabric and making, cause the prices to which we refer you to be notable and extraordinary.

Fine Light Weight Coats, $8·00, $9·00, $10·00, $12·00.
" " " Cassimere Pants, $5·00, $6·00, $7·00.
" " " Vests, $1·00, $1·50, $1·75, $2·00.
" Duck Pants, $3·00, $4·00.
" Duck Brown Pants, $2 00, $2·50; Vests, $1 50, $1·80.
50 to 75 per cent. below regular prices.

WESTON & BROTHER,
TAILORS,
S. W. Corner NINTH and ARCH Sts,
PHILADELPHIA.

A full assortment now in store
OF THE CHOICEST NOVELTIES OF THE SEASON
FOR GENTLEMEN'S WEAR.
A SUPERIOR GARMENT AT A REASONABLE PRICE. 4 8 3mrp

PIANOS.

STEINWAY & SONS'
GRAND SQUARE AND UPRIGHT PIANOS.
Special attention is called to their
PATENT UPRIGHT PIANOS.
CHARLES BLASIUS,
Warerooms, No. 1006 CHESNUT Street, Philadelphia. 4 13 tfrp

PIANOS AND ORGANS.
GEO. STECK & CO.'S, WAREURY'S, HAINES' BROS', } PIANOS,
AND
MASON AND HAMLIN'S CABINET ORGANS.
GOULD & FISCHER,
No. 923 CHESNUT Street.
No. 1018 ARCH Street.
J. E. GOULD.
WM. G. FISCHER. 1 17 tf4p

REFRIGERATORS.

A SUPERIOR ASSORTMENT AT
Wholesale and Retail. All at Low Prices.
P. P. KEARNS Manufactures his own Refrigerators.
No. 39 North NINTH Street,
5 30 1m4p BELOW ARCH STREET.

NOTICE TO SHIPPERS.—THE STEAMSHIP PIONEER, running between this port and Wilmington, N. C., will be withdrawn for repairs on the completion of her present voyage. Due notice will be given when she is ready to resume her place on the line.

WM. L. JAMES, General Agent,
6 27 6t Philadelphia and Southern Mail S. S. Co.

FINANCIAL.

THE
Eight Per Cent. Mortgage Bonds
OF THE
NEW ORLEANS, MOBILE, AND TEXAS
RAILROAD COMPANY,

Offer very superior advantages to parties desiring the safest and most profitable reinvestment of

JULY DIVIDENDS,

Or other surplus funds. These bonds are based upon

1ST—THE BEST LOCATION in the South for a largely paying road.

2D—ONE OF THE STRONGEST RAILROAD COMPANIES IN the country, the list of leading stockholders embracing Hon. EDWIN D. MORGAN, Hon. JOHN A. GRISWOLD, Messrs. MORTON, BLISS & Co., J. & W. SELIGMAN & Co., L. VON HOFFMAN & Co., JAMES H. BANKER, HARRISON DURREE, JOHN STEWARD, and other well-known capitalists.

3D—THE EXPENDITURE, by the stockholders, of nearly TEN MILLIONS OF DOLLARS of their own funds in the construction of the line, before offering bonds for sale. To thirds of the entire line is already built.

4TH—STATE AID, from Louisiana, to the amount of more than eight million dollars. The

FIRST MORTGAGE BONDS

now offered are only in the denomination of $1000, or £200 each, interest payable January and July, at the rate of eight per cent. currency in New York, or seven per cent. gold in London, at the option of the holder, at the time each coupon is due. Bonds can be registered, if desired. Price, 90, and accrued interest from May 1.

One thousand dollars invested in these eight per cent. bonds will give the purchaser *more than seventy-seven per cent.* greater annual interest than the same amount invested in the new Government Five Per Cents.

Subscriptions will be received in Philadelphia by

DE HAVEN & BRO.,
No. 40 S. THIRD STREET,

Of whom full information concerning the Company and the road can be obtained.

W. B. SHATTUCK,
Banker and Financial Agent, N. O., M. & T. R.R. Company,
6 27 tuths3t4p No. 23 NASSAU Street, N. Y.

TRAVELLERS' CREDITS.

Our Letter of Credit gives the holder the privilege of drawing either on

DREXEL, HARJES & CO., Paris,
IN FRANCS,
OR ON
Messrs. A. S. PETRIE & CO., London,
IN STERLING,

As may be found most convenient or profitable, and is available throughout Europe. To parties going abroad we offer special facilities, collecting their interest and dividends during their absence without charge.

DREXEL & CO.,
No. 34 SOUTH THIRD STREET,
PHILADELPHIA.

WE ARE NOW PREPARED TO DRAW EXCHANGE ON

Drexel, Harjes & Co,
PARIS,
IN SUMS TO SUIT.

DREXEL & CO.,
6 22 thstu1m No. 34 South THIRD Street.

WILMINGTON AND READING RAILROAD COMPANY.

The Coupons of the Second Mortgage Bonds of the Company, due July 1, will be paid on and after that date, at the Office of DE HAVEN & BRO., No. 40 S. THIRD Street, Philadelphia.
6 27 10t W. S. HILLES, Treasurer.

STOCKS, LOANS, ETC., BOUGHT AND SOLD AT THE BOARD OF BROKERS, BY GEORGE J. BOYD,
4 25 tuths2mrp* No. 18 S. THIRD Street.

CARPETINGS, ETC.

ARRIVED LATE,
SHIPPED
Just in Time to Escape

The advance in English prices. The execution of orders for many of our best New Patterns English Brussels, and other Carpetings, having been delayed, the goods have just arrived, and as they are now being offered at much less than the same quality can be sold when imported at manufacturers PRESENT prices.

R. L. KNIGHT & SON,
No. 1222 CHESNUT Street,
6 17 stuth1mrp PHILADELPHIA.

ROBERT WOOD & CO.,
No. 1136 RIDGE AVENUE.

FOUNTAINS, VASES,
STATUARY, RAILINGS,
IRON STAIRS, LAMP POSTS,
STABLE FITTINGS, WIRE WORK.
HYATT'S
PATENT SIDEWALK AND VAULT LIGHTS,
Made by Brown Brothers, Chicago. 6 15 1m

$100 REWARD FOR THE BODY OF THOMAS E. PARKER, drowned from falling off yacht Delaware, near Kaigin's Point, Camden, Monday, June 26 about noon
ARMSTRONG, WILKINS & CO.,
11* No. 417 ARCH Street.

DRY GOODS.

C. H. HAMRICK & CO.,
No. 45 North EIGHTH Street,
Announce their intention to close out their
Entire Stock of Dress Fabrics by August 1.

Ladies may look for BARGAINS in every department of their Immense Stock.

200 Styles Percales.
Lawns in Pink, Violet, Blue, Buff, and Green.
SILKS will be sold at prices to suit the buyer
HERNANIES, splendid assortment under market prices. Great jobs in Hernani.
Linen and Lawn Suits, $3 to $10
Victoria Lawn, Bishop Lawn, Swiss and French Muslins.
Dress Goods, 12½c.; were 25.
Dress Goods, 25c.; were 50.
Dress Goods, 37½c.; were 75.
Dress Goods 50c.; were $1.
These goods are really sold at half their value.
One case Moire Alpaca, colors 15c, worth 25c.
Best Black Alpaca, 37½c., worth 62.
Splendid Suitings, all the new styles.
English Mixed Dress Goods, 31, 37½c., sold this season at 50 to 75c.
Ladies' Underwear made in the best manner and of good materials, very cheap. These goods should be seen.
We invite a comparison of our stock and prices, as we are determined to reduce our stock by the time above named.
C. H. HAMRICK & CO.,
6 24 stu3trp No. 45 North EIGHTH Street.

GREATEST BARGAINS OF THE PERIOD IN DRY GOODS.
ALEXANDER RICKEY,
No. 727 CHESNUT STREET,
BARGAINS
In Victoria Lawns, Bishop Lawns, Plain and Plaid Nainsooks, 8-4 French Organdies, Hamburg Edgings,
LLAMA LACE SACKS and POINTES,
Black Hernanies, Broche Grenadines, Japanese Silks, Striped Silks, Black Silks, Linen Suitings,
FRENCH LAWNS,
And the greatest variety of beautiful styles in DRESS GOODS ever exhibited in this city.
THE 25, 37½, 50 and 75 CENT
DEPARTMENTS FOR THE SALE OF
Choice Dress Goods
REPRESENT THE GREATEST BARGAINS OF THE PERIOD.
ALEXANDER RICKEY,
6 8 thstutfrp No. 727 CHESNUT Street.

1000 PIECES OF FRENCH LAWNS
In new and beautiful effects, at 25 cents.
ALEXANDER RICKEY.

A SPECIALTY IN BLACK SILKS AT $1·50, $1·75, and $2 PER YARD.
ALEXANDER RICKEY.

THE MOST REGULAR AND BEAUTIFUL MESH IN THE
Purest Silk and Wool Black Hernanies
Ever made for $1 per yard.
ALEXANDER RICKEY,
6 8 thstutfrp No. 727 CHESNUT Street.

1871.

SPRING GARDEN STREET
SINCE 1853.

"THORNLEY'S"
CENTRALLY LOCATED
DRY GOODS ESTABLISHMENT,
ON THE NORTHEAST CORNER OF
EIGHTH and SPRING GARDEN Sts.

An immense Stock of Goods.
Prices very low indeed.
Everybody sure to get suited.
The utmost attention to customers.
No misrepresentation in order to effect sales.
If purchases are not satisfactory we return the money.

DRESS GOODS,
SILKS AND SHAWLS,
MEN'S AND BOYS' WEAR,
LLAMA LACE SACQUES AND POINTES,
KID GLOVES, TABLE LINENS,
QUILTS, Etc. Etc.
JOSEPH B. THORNLEY. 2 3 thstu6

Ely, Hunsberger & Ely,
No. 1126 CHESNUT STREET,
Now offer at LOW PRICES a full stock of
WHITE GOODS, every description,
EMBROIDERIES, LACES,
LLAMA SACQUES AND POINTES,
In connection with our NEW and ATTRACTIVE stock of [4 11 tuths3m

Seasonable Dress Fabrics.

1115.—OUR OWN MAKE OF CHAMPION Hoop Skirts, in all the newest styles, the best and cheapest in the market.
Also, good Eastern-made Skirts, from 15 to 40 springs, from 31 to 66c. Soiled Skirts, quarter price.
CORSETS, CORSETS—119 styles, and prices from 45c. to $6·85. Misses' Corsets, superior quality.
65c. for French Woven Corsets; reduced from 85c.
THOMSON'S Glove fitting Corsets at $1·25, $1·50 $1·74, $2·50, $3·50, $4·75, and $6·50.
MRS. MOODY'S Abdominal Corsets, from $2·75 to $6.
MADAME FOY'S Corset Skirt Supporter at $1·09.
$1 French Woven Corsets, the cheapest in the city.
EVERY desirable style of Corsets at prices which defy competition.
FANIER BUSTLES, in 39 styles, 25c. to $4.
BON TON BUSTLES, from 47c. upwards.
PARASOLS at wholesale prices.
LADIES' UNDER-GARMENTS—A complete assortment at lowest rates. Call and examine our goods, at No. 133 N. EIGHTH Street, and No. 1115 CHESNUT Street.
6 23 tuthsrptf WILLIAM T. HOPKINS.

PARASOLS, 75c., $1, $1·25; LINED, $1·25, $1·50, $1 75; Silk Sun Umbrellas, 90c., $1, $1·25, $1·50, at DIXON'S, No. 21 S. EIGHTH St. 6 3 tf

WANTED—THE SERVICES OF ACTIVE AND reliable men are desired to act in the counties of this State and in the city of Philadelphia as AGENTS of one of the oldest and largest Life Insurance Companies in the United States. Energetic business men now out of employment, and who have never done life insurance business, preferred. Address, giving reference, etc., Post-office Box 1849, Philadelphia. 6 27 6t*

WANTED IN AN OFFICE—A YOUTH WHO writes a good hand; wages $3 a week. Address, in handwriting of applicant, "Office Boy, Post Office Box 1879." 6 24 6t

FURNITURE.

GIVING AWAY
FURNITURE
FOR THREE DAYS!

FURNITURE
Given away on the occasion of the THREE GREAT OPENING DAYS at the
NEW FURNITURE PALACE
Of Gould & Co,
At the Northeast Corner of NINTH and MARKET Streets.

On these three opening days, Tuesday, the 27th, Wednesday, the 28th, and Thursday, the 29th inst., GOULD & CO. will present free, to each and every purchaser, a piece of Walnut Furniture, besides what they purchase.

GOULD & CO. tender their thanks for past patronage, ask and are determined to deserve a continuance of the same. GOULD & CO. adopt this novel mode to induce their numerous friends and the public to at once come and see the great care, trouble, and expense that have been undertaken for the convenience, comfort, profit, and pleasure of the customers and patrons of this establishment, and that all may see that GOULD & CO.'S is the cheapest and best place for

FURNITURE.

The most stylish, the most reliable to be had anywhere. As a proof of this they offer their past great success in trade. All are invited to come and see and judge for themselves. THE INDUCEMENTS TO PURCHASERS ARE GREATER THAN EVER BEFORE.

Besides the great inducement of price, quality, and style, GOULD & CO. on this occasion will GIVE a piece of Walnut Furniture TO EACH PURCHASER for these three days. In mentioning some of the new and novel features at our New Store for the benefit of our friends, there is the introduction of young ladies as well as gentlemen to wait on customers.

GOULD & CO.'S is the first

FURNITURE HOUSE

To adopt this plan. They have also provided a convenient Waiting Room for ladies exclusively; also, a Reading Table with all the Daily Papers, and a Piano for their amusement during their sojourn at the store or waiting for friends, all of which they have provided for the convenience and use of ladies and customers visiting their establishment.

There are a great many other new features and new ideas sufficient to make an inspection of the premises gratifying to all. The rooms are 180 feet long by 30 feet wide; cool, and plenty of light and air.

GOULD & CO. propose having a Telegraph Apparatus introduced, connecting with their manufactory and their two other stores, one at Nos. 37 and 39 North SECOND Street and the other at No. 1206 MARKET Street.

THE FURNITURE TO BE GIVEN AWAY

On these days will be sent home with the articles that may be purchased. A pressing invitation, polite attention, with a desire and wish to please all, are cordially offered to our friends and the public generally. On these days will be open during the evening.

GOULD & CO.,
New Furniture Palace,
N. E. Corner NINTH and MARKET,
6 23 27 2t4p PHILADELPHIA.

FURNITURE
AT COST.
A. BARLOW,
No. 45 SOUTH SECOND STREET,
Offers his extensive stock of
FURNITURE
AT COST,
FOR CASH,
DURING THE MONTH OF JUNE.
This is a rare opportunity, as his Furniture is of First Quality, patterns new, and designs beautiful. 6 20 10trp

DRUGS, ETC.

Genuine Olive Oils,
FOR TABLE USE.
COX'S SPARKLING GELATINE, RIO TAPIOCA, BERMUDA ARROW ROOT, SCOTCH OAT MEAL, now landing and for sale by
ROBERT SHOEMAKER & CO.,
IMPORTING DRUGGISTS,
N. E. Corner FOURTH and RACE Streets.

Elder Flower Soap.
Just received, by the Flora Hulburt, from London, an invoice of BENBOW'S CELEBRATED ELDER FLOWER, WINDSOR, GLYCERINE, and HONEY SOAPS.
ROBERT SHOEMAKER & CO.,
N. E. Corner FOURTH and RACE Streets,
6 1 2m4p PHILADELPHIA.

GENUINE CASTILE SOAP.
"CONTI" BRAND, BOTH WHITE and MOTTLED.
400 boxes now landing from brig Cuba, direct from Leghorn, Italy.
ALSO,
TUSCAN OLIVE OIL IN FLASKS.
ROBERT SHOEMAKER & CO.,
Importing Druggists,
6 12 1mrp] S. E. corner FOURTH and RACE Sts.

BAKER, ARNOLD & CO.,
No. 710 CHESNUT Street,
Invite attention to their large assortment o
GAS FIXTURES
OF NEW AND BEAUTIFUL DESIGNS,
FINISHED IN GOLD-GILT, ORMOLU, VERD-ANTIQUE AND IMPERIAL BRONZE,
Which they offer at prices
Lower than Ever Before Known.
6 5 1mrp

FOR RENT—AT CHESNUT HILL, FOR the summer months, a delightfully situated and thoroughly-furnished residence. Apply on the premises, or at No. 117 South FOURTH Street.
6 27 3t* R. C. S. LIND.

COMPOUND LIQUORS.

Important Decision of Commissioner Pleasanton—Fruit Brandies—Wines and Cordials—What Liquors Come Within the Exemption.

Through the politeness of United States Assessor William B. Elliott, Esq., we are furnished with the annexed important decision:—

Sir:—Numerous communications are received at this office from rectifiers in your district and elsewhere, making inquiries as to their liability to tax for putting up the compound liquors commonly known as raspberry, blackberry, cherry, and ginger brandies and wines, under the rulings announced in Special No. 102.

After a careful review of the subject in the light of these numerous communications, it is not seen that any change in the general construction given to section 48, act of July 20, 1868, is warranted.

Two questions, however, are presented, growing out of the manufacture of the compound liquor named above, which call for reply. This class of raspberry, blackberry, and cherry brandies, I understand, are ordinarily made in the following manner:—The juice being pressed from the fruit, it is either reduced by boiling to such a strength as that it will preserve, or is preserved by the addition of from ten to twenty per cent. proof spirits. The compound liquor is formed by combining this juice with distilled spiries and sugar (syrup), the proportions varying according to the peculiar notions of the manufacturer. Ordinarily, about 8 gallons of the juice of the fruit and 8 gallons of syrup are added to 24 gallons of proof spirits. In the manufacture of ginger brandy the flavor of the ginger is extracted by steeping the ginger roots in spirits, which extract is compounded in the same manner as the juice of the fruits above named.

The compounds known as wines and cordials are produced in the same manner, but with a less quantity of spirits and by an addition of water. There can be no question but that such compounding of liquors constitutes the party a rectifier as defined in paragraph 5, section 1, act of April 10, 1869, and renders him liable to pay the special tax of $200 under section 59 of said act of July 20, 1868.

The first question presented is as to whether these compound liquors are taxable as distilled spirits under said section 59, or as other liquors under section 48 of said act of July 20, 1868.

It has been demonstrated by actual observation that, by applying the rule given in special No. 102 to determine what are distilled spirits, these liquors would all come under section 48, as the large amount of sugar present in the compound prevents the hydrometer from indicating the actual per cent. of proof, the indications being invariably below 50, while in fact the compound may contain as much as 80 per cent. proof spirits.

In view of these facts, it is believed that the rule given in Special No. 102 for determining when, by the presence of other materials, distilled spirits loses its identity as such, is not strictly correct, and that the actual per cent. of proof spirits in the liquor should determine its character, instead of the indications of the hydrometer, which, for the reasons stated, are known to be incorrect. Rectifiers can and should always know the per cent. of proof spirits that enter into compound liquors put up by them, and all liquors actually containing more than fifty per cent. proof spirits must be returned as distilled spirits on Form 45, taxed under said section 59, and put up, gauged, and stamped under section 15 of same act; and all compounds containing fifty per cent. proof spirits or less must be returned on Form 45½, and taxed under section 48. This latter class does not require to be gauged, marked, or stamped. I am aware that this rule offers facilities to rectifiers to defraud the revenue by returning as distilled spirits liquors that are liable to tax under section 48; but as all liquors returned as spirits must pass the inspection of a United States internal revenue gauger, they may by careful observation soon learn to judge whether the liquors presented for inspection as spirits do in fact contain more than 50 per cent. of proof spirits, and in all cases of suspicion the fact should be determined by an analysis, and if the rectifier is found to have made false returns, he must be at once reported for prosecution.

As the number of proof gallons is required to be stated in stamps for rectified spirits, the number of wine gallons will be regarded as the proof gallons when the true proof cannot be ascertained by the hydrometer.

The other question presented is as to the application of the exemption contained in said section 48 to this class of liquors. This section imposes a tax on all liquors not made from grapes, currants, rhubarb, or berries grown in the United States, but produced by being rectified or mixed with distilled spirits, or by the infusion of any matter in spirits.

Liquors made in the manner above described, where the juices of domestic berries are used, are claimed to come within the exemption.

I think it is clear that blackberry brandy, for instance, made in the manner above described, cannot be considered as made from blackberries, no more than could a compound liquor composed of spirits distilled, say, from corn with sugar and the juice of apples or grapes added be considered apple or grape brandy.

Brandies, to be exempt from the tax imposed by section 48 as being made from the materials named therein, must be produced by distillation; and wines, to be exempt, must be produced by fermentation of one or the other of the materials named. It is true that most of the raspberry, blackberry, and cherry brandy and wines known to commerce, are those produced by compounding in the manner above described. This, however, does not change the fact that such compounds are not in truth made from either of the materials named in the statutes, but are really produced from distilled spirits by flavoring the same with the products of these materials. Much of the juice of raspberries and blackberries, nearly all of the juice of cherries, and all of the ginger used in making these compounds, are imported.

Attention is called to the fact that the tax accruing under said section 48 is not a lien upon the liquors, and that the provisions of law in regard to gauging, marking, stamping, detaining, and seizing liquors relate to distilled spirits only, and have no application to liquors coming under section 48.

The security of the Government for the collection of the tax under said section rests in the vigilance of the officers of the district in which such liquors are manufactured.

It is especially enjoined upon assessors to see that the returns called for in said section 48 are made according to the rule herein given from and after May 1 last on Form 45½, furnished for that purpose. Very respectfully,

A. PLEASANTON, Commissioner.

MUSICAL AND DRAMATIC.

The City Amusements.

AT THE MUSEUM, Ninth and Arch streets, the spectacular drama of *The Sea of Ice* will be performed this evening.

A matinee to-morrow.

X. T. K.—To-morrow evening at Concert Hall Mr. B. F. Duane, the X. T. K., will have a farewell benefit, when he will appear in his comical entertainment entitled "Twenty Minutes in Kweer Kompany."

CITY ITEMS.

INTERESTING TO LADIES.—The Grover & Baker Machine is such a benefit to mankind that I often feel as though it would do me good to trumpet its praise far and near. The one I have is of the plainest kind; but I would not exchange it for the most expensive I ever saw of any other make.—*Mrs. Wilson, wife of Prof. Wilson, of Hobart College.*

WHITCOMB'S ASTHMA REMEDY—Sure cure.

MR. WILLIAM W. CASSIDY, the jeweller at No. 8 South Second street, has one of the largest and most attractive stocks of all kinds of Jewelry and Silverware in the city. He has also on hand a fine assortment of fine American Western Watches. Those who purchase at this store at the present time are certain to get the worth of their money.

BURNETT'S FLORIMEL—An exquisite perfume.

THE READY CASH provided at death by policies in the "Equitable Life" has saved many valuable estates from sacrifice. For this reason shrewd business men have insured for large sums in this leading company. I. L. Register, General Agent, No. 432 Chesnut street.

MARRIED.

BIRNBAUM—EDINGTON.—On the 24th inst., by the Rev. H. A. Cleveland, EDWIN BIRNBAUM to Miss ANNIE E. EDINGTON, both of this city.

SHERTZ—CRAMP.—On the 22d inst., by the Rev. F. L. Robbins, Mr. MILTON SHERTZ, of Doylestown, to Miss MARY L. CRAMP, daughter of W. Cramp, of this city.

DIED.

LEWIS.—Suddenly, on the 24th inst., after a brief illness, ELIZABETH J. LEWIS, wife of Thomas Lewis, in the 43d year of her age.

The relatives and friends are respectfully invited to attend the funeral services, from the residence of her husband, Thirty-eighth and Bridge streets, on Wednesday afternoon, at 5 o'clock. Interment on Thursday afternoon at Mount Hope Cemetery, Lancaster county. Leave depot Thirty-first and Market streets at 8 A. M. ***

LOWER.—On the 24th inst., JOSEPH LOWER, son of Isaac and Mary Ann Lower, aged 21 years and 4 months.

The relatives and friends of the family, Ætolian Council, No. 17, Junior Order O. U. A. M., and the Marion Hose Company, are respectfully invited to attend the funeral, on Thursday afternoon, at 4 o'clock, from the residence of his parents, No. 526 Queen street. To proceed to Ebenezer Church Vault.

RAPIN.—This morning, in the 76th year of her age, MRS. ELIZA RAPIN.

Due notice will be given of her funeral.

STEEN.—On the 23d inst., MARIA, wife of Hugh J. Steen, in the 53d year of her age.

The relatives and friends of the family are invited to attend her funeral, from the residence of her husband, near Paoli, Chester county, on Wednesday, June 28, at 10 o'clock.

TYGHE.—On the 25th inst., FRANCIS TYGHE, aged 45 years.

The relatives and friends of the family are respectfully invited to attend the funeral, on Wednesday morning, at 8½ o'clock, from his late residence, Salmon street, above Huntingdon.

IMPROVED INSECT CANOPIES,

In all colors.

GAUZE AND BOBINET LACE, TARLATANS,

Pink, Buff, Blue, Green, and White.

LACE LAMBREQUINS,

LACE SHADES,

LACE CURTAINS,

In Special Designs,

WINDOW SHADES.

WALRAVEN,

MASONIC HALL,

No. 719 CHESNUT St.,

6 22 thstu9m PHILADELPHIA.

NEW MOURNING STORE.

New Stock at Lowest Prices.

No 1226 CHESNUT STREET.

NEWEST DESIGNS IN DRESS GOODS.
NEWEST DESIGNS IN BONNETS.
NEWEST DESIGNS IN VEILS.
CHEAPEST ALPACAS IN PHILADA.
CHEAPEST BOMBAZINES IN PHILADA.
CHEAPEST BLACK SILKS IN PHILADA
CHEAPEST CRAPE CLOTHS IN PHILADELPHIA.
EVERY ARTICLE AT LOWEST PRICE.

We would respectfully call attention to our new Dress-making and Suit Department, where every novelty in black suits will be found ready-made and made to order, at shortest notice, by a competent dressmaker, and also call attention to our White Goods and Ladies' Underwear Department. Large Stock of Linen and Lawn Suits, of finest finish, always on hand.

A. MYERS & CO.,

4 22 stuth5ptf No. 1226 CHESNUT Street.

SPECIAL NOTICES.

For additional Special Notices see Inside Pages.

☞ ABSTRACT OF THE CONDITION OF THE NATIONAL BANK OF THE REPUBLIC, Nos. 809 and 811 CHESNUT Street, at the close of business hours June 10, 1871:—

RESOURCES.

Investments		$2,481,009·15
Due from banks	603,288 30	
Cash	649,852·12	
		1,253,140·42
Total		$3,734,149·57

LIABILITIES.

Capital	$1,000,000·00
Surplus and profits	40,629·75
Deposits	$1,693,528·82
Circulation	800,000·00
	2,693,528·82
Total	$3,734,149·57

Attest: WILLIAM H. RHAWN,
6 17 stuth6t President.

☞ A SINGLE TRIAL WILL CONVINCE THE most skeptical of the efficacy of HELMBOLD'S GRAPE PILLS in Sick or Nervous Headache, Jaundice, Indigestion, Constipation, Dyspepsia, Biliousness, Liver Complaints, General Debility, etc. No nausea, no griping pains, but mild, pleasant, and safe in operation. Children take them with impunity. They are the best and most reliable. HELMBOLD'S EXTRACT SARSAPARILLA creates new, fresh, and healthy blood, beautifies the Complexion, and imparts a youthful appearance, dispelling Pimples, Blotches, Moth Patches, and all eruptions of the skin.

☞ NOTICE.—BOOKS FOR SUBSCRIPTION to the capital stock of the "MERCHANTS' WAREHOUSING COMPANY," of Philadelphia, will be opened on SATURDAY, the 24th instant, at the CHAMBER OF COMMERCE and at the UNION BANKING COMPANY'S OFFICE. Subscription will also be received by the undersigned.

JOSEPH H. LIVINGSTON, No. 34 South Front street.
ALEX. P. COLESBERRY, No. 119 Walnut street.
ROBERT GRAY, Eighth and Vine streets.
JAMES D. WELSH, No. 415 Chesnut street.
M. E. McDOWELL, No. 39 North Water street.
S. WARNER YOUNG, No. 521 Marshall street.
STEPHEN N. WINSLOW, No. 241 Dock street.
WILLIAM McALEER, No. 223 Broad street.
T. HORACE BROWN, N. E. cor. Broad and Race.
JAMES B. COOPER, Chamber of Commerce.

6 24 3t

☞ ALL POWDERS AND OUTWARD APPLIcations close up the pores of the skin, rendering it harsh, coarse, and flabby, and in a short time destroy the complexion. If you would have a Fresh, Healthy, and Youthful appearance, purge the system thoroughly; use HELMBOLD'S GRAPE PILLS and HELMBOLD'S SARSAPARILLA, which beautifies the complexion. Beware of those cheap patent pills, carelessly prepared by inexperienced persons—vended in wooden boxes—most of which contain either calomel, mercury, or other deleterious drugs.

☞ THE DELAWARE AND RARITAN CANAL AND THE CAMDEN AND AMBOY RAILROAD COMPANIES.

The Transfer Books of these Companies will be closed on the 28th inst. and reopened on July 8.

All assents to the lease to the Pennsylvania Railroad Company will be on the stock as held at the time the books are closed.

6 24 10t SAMUEL WELSH, Chairman.

SPECIAL NOTICES.

☞ THIS IS THE SEASON OF THE YEAR when the system should be thoroughly purged of the humors which create disease. There is no purgative or cathartic so mild and efficacious as HELMBOLD'S GRAPE PILLS, causing neither nausea or griping pains—as is the case with the ordinary cheap patent pills of the day—most of which are composed of calomel or mercury, and carelessly prepared by inexperienced persons. After thoroughly purging the system use HELMBOLD'S EXTRACT SARSAPARILLA, the Great Purifier, and they will insure new life, new blood, and renewed vigor. Try them.

☞ NINETY-FIFTH ANNIVERSARY OF AMERICAN INDEPENDENCE.
THE STATE SOCIETY OF THE CINCINNATI OF PENNSYLVANIA.

The Annual Meeting of this Society will be held at No. 1105 WALNUT Street, Philadelphia, on TUESDAY, July 4, 1871, at 10 o'clock A. M.

Members of other State Societies who may be in the city on that day are invited to dine with this Society at the above-named place, at 5 o'clock P. M.

GEORGE W. HARRIS, Secretary.
Philadelphia, June 27, 1871. 6 27 6t*

☞ IF YOU DESIRE A MILD, PLEASANT, safe, and agreeable Cathartic, which will cause neither nausea or griping pains, use Nature's remedy, HELMBOLD'S GRAPE PILLS. They are purely vegetable; their component parts being Catawba "Grape Juice and Fluid Extract Rhubarb." Should you desire a brilliant complexion, youthful appearance, new life, new fresh blood and renewed vigor, use HELMBOLD'S EXTRACT SARSAPARILLA.

☞ UNIVERSITY OF PENNSYLVANIA, FACULTY OF ARTS.

The one hundred and fourteenth ANNUAL COMMENCEMENT for conferring Degrees in the different Faculties will be held at the Academy of Music on THURSDAY, June 29, at 10 A. M. The Reverend Clergy, Judges of the United States and State Courts, the Mayor of the city, Select and Common Councils, the candidates for the various degrees, the Alumni Association, and other graduates of the University are invited to join the Faculty in the Foyer of the Academy at a quarter before ten.

FRANCIS A. JACKSON
6 23 5t Secretary of the Faculty of Arts.

☞ UNIVERSITY OF PENNSYLVANIA. FACULTY OF ARTS.

THE EXAMINATION OF CANDIDATES FOR ADMISSION TO ANY OF THE COLLEGE CLASSES will be held on TUESDAY, June 27, at 11 o'clock, in the GREEK and LATIN LANGUAGES; and on WEDNESDAY, the 28th, at half-past 10 o'clock, in the ENGLISH STUDIES and MATHEMATICS.

Students may enter to pursue the full course for the Degree of Bachelor of Arts, or the full course for the Degree of Bachelor of Science, or any such partial course as the Faculty may sanction.

FRANCIS A. JACKSON,
6 23 4trp Secretary of the Faculty.

☞ OFFICE OF THE UNION PASSENGER RAILWAY COMPANY, TWENTY-THIRD and BROWN Streets.

PHILADELPHIA, June 26, 1871.

The interest due July 1 on the Bonds of the Company will be paid on and after that date at the Banking-house of J. E. Ridgway, No. 56 S. Third street.

6 26 3t JOHN BULLOCK, Treasurer.

☞ HELMBOLD'S EXTRACT SARSAPARILLA is the Great Blood Purifier; thoroughly cleanses and renovates the entire system, and readily enters into the circulation of the blood, after purging with HELMBOLD'S GRAPE PILLS, the foul humors that have accumulated in the system for years. Both are carefully prepared according to the rules of Pharmacy and Chemistry, and are thoroughly reliable. A test of 20 years has proved this. Try them.

☞ IF YOU WOULD HAVE NEW LIFE, NEW Blood, and renewed vigor, use HELMBOLD'S GRAPE PILLS. Purify the Blood and Beautify the Complexion by the use of HELMBOLD'S EXTRACT SARSAPARILLA. They are no cheap patent medicines, but thoroughly Pharmaceutical, and are not equalled by any English or French preparation.

☞ THE PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD COMPANY.

PHILADELPHIA, June 10, 1871.

The Board of Directors have declared a semi-annual dividend of FOUR PER CENT. on the capital stock of the Company, clear of United States tax, payable on and after July 1, 1871.

6 10 3w A. HORNER, Secretary.

☞ FINE BOOTS AND SHOES FOR GENTLEMEN,
Made on improved lasts. Beauty, Comfort, Durability. BARTLETT,
2 20tf No. 33 South SIXTH Street, above Chesnut.

GROCERIES, ETC.

CLARET WINES,

A full stock of

FINE TABLE CLARETS.

A large assortment of WINES of every description, at greatly reduced prices.

Just imported and for sale.

WILLIAM KELLEY,

Dealer in Choice Groceries,

No. 1201 GIRARD Avenue,

11 10 thstu PHILADELPHIA.

ESTABLISHED 1809.

Cousty's East End Grocery.

EXTRA QUALITY SPANISH QUEEN OLIVES by the barrel, keg, or gallon.

LONDON BROWN STOUT AND SCOTCH ALE by the cask or dozen.

Goods delivered free of charge to Germantown, Chesnut Hill, West Philadelphia, and Camden. Orders solicited at

COUSTY'S East End Grocery,

No. 118 South SECOND St.,

3 21thsturp Below Chesnut, West Side.

NEW SMOKED SALMON,

THE FIRST OF THE SEASON, AT

JAMES R. WEBB'S,

S. E. CORNER OF

4 20 thstu3mrp WALNUT and EIGHTH Sts.

FINE TEAS, COFFEES,

CANTON CHINA,

CHINESE AND JAPANESE FANCY GOODS,

FRANCIS BOND,

6 1 thstu3m4p No. 139 South EIGHTH Street.

EXCURSIONS.

FOR CAPE MAY.—THE NEW AND elegant steamer SUE, Captain Veasey, will leave ARCH STREET WHARF, on Thursday and Saturday mornings, June 29 and July 1, at 8½ o'clock, returning on Friday and Sunday. The SUE has handsome state room accommodations, and is fitted up with everything necessary for the safety and comfort of her passengers. Fare, including carriage hire, $2·50; Children, $1·50; Servants, $1·75. The SUE will make an extra trip on Monday, leaving Arch Street Wharf at 10 o'clock, and return on Wednesday.

G. B. HUDDELL,
6 27 5t Office, 48 N. DELAWARE Avenue. C. TAGGART.

THE GRAND REGATTA AT CAPE MAY ON THE 4TH OF JULY.

The new and elegant steamer SUE will make an excursion trip on MONDAY, July 3, leaving ARCH Street wharf at 10 A. M., and returning on Wednesday morning at 7:45. Excursion tickets, good to return on Wednesday.....$4

Each way.....$2·25

On the 4th of July the SUE will accompany the race of the yacht squadron, having been engaged by the committee for that purpose. Tickets for this occasion, $2·50, can be had at the Continental Hotel, Girard House, Washington House and St. Cloud, and at the office, No. 48 N. DELAWARE Avenue.

A limited number will only be sold.

G. B. HUDDEDD.
6 27 5t CALVIN TAGGART.

GAS FIXTURES.

NO STORE ON

CHESNUT STREET

CORNELIUS & SONS'

RETAIL

SALESROOMS,

821 CHERRY St.

GAS FIXTURES.

SEWING MACHINES.

DON'T BUY

A Sewing Machine

Until you have examined

THE AMERICAN

Complete Sewing Machine,

Combining the making of BUTTONHOLES, OVERSEAMING, etc., with every other kind of Sewing that can be done on any other Sewing Machine; the price of which is only $75, with a complete outfit:—.

☞ *Read the following recommendations:*—

I have had one of the American Combination Machines for nearly three years, and cheerfully testify to its many excellent qualities, as well as its durability. I had previously used the "Wheeler & Wilson," "Grover & Baker," and "Singer." I think that the "American" makes the most perfect stitch of all sewing machines, and decidedly prefer it to any other machine that I am familiar with. It requires hardly any effort to run it, and its entire operation is exceedingly simple and easy.

MISS JENNIE S. MALLORY,
Dressmaker, No. 12 Broas' Row,
Titusville, Pa.

It is the best in the market for all or any kind of work. It is so simple in its construction that a child may readily guide it. My family would not be without it under any circumstances.

J. R. BROOMALL, Ercildoun, Chester Co., Pa.

BURLINGTON, New Jersey, June 14, 1871.

DEAR SIR:—I bought one of the American Buttonhole Overseaming and Complete Sewing Machines, about four weeks ago, for the purpose of making buttonholes in lasting and kid shoes. After having the machine one week, and having but ONE LESSON ON THE SAME, I was enabled to make 600 holes per day. I am now (after four weeks' practice) making 720 holes per day, in a superior manner and with perfect ease. Am very much pleased with the machine, and can heartily recommend it to all those wanting a machine for such purposes.

SALLY FENIMORE.

MOUNT LEBANON, Allegheny co., Pa.

I have lately become the possessor of one of the new and wonderful American Family Sewing Machines, and I feel *surprised* and *delighted* with its truly *overwhelming* performances. It only requires to be known to supersede all others now in use. No one need delay purchasing, for I am convinced that *this Machine* has arrived to a very great degree of perfection. J. E. WILSON, M. D.

Messrs. Hall & Bosley, Gents:—The American Machine which I bought of you last spring gives me the highest satisfaction. I have received hardly any instruction, yet can do all kinds of sewing on it with perfect ease. The best thing I can wish for any housekeeper is that she may have as perfect a Sewing Machine as the American.

Yours truly, MRS. T. M. JONES,
Nelltown, Forest co., Pa.

Call and examine this wonderful Sewing Machine at the

COMPANY'S SALESROOM,
4 22 tuths3m No. 1318 CHESNUT Street.

HOSIERY.

COOK & BROTHER

No. 53 N. EIGHTH Street,

[TRADE-MARK.] [TRADE MARK.]

RETAILERS

OF

HOSIERY GOODS

Exclusively of their own importation.

IMPORTERS OF CARTWRIGHT & WARNER'S MERINO GOODS.

BRETTLE'S AND NOTTINGHAM MANUFACTURING CO.'S

English Hosiery Goods,

And best makes of FRENCH AND GERMAN HOSIERY GOODS. [3 28 tuth 3mrp

MISCELLANEOUS GOODS.

PARASOLS.

REDUCED.

$1·50 Parasols at 75c.
2 00 Parasols at $1·50.
2 25 Parasols at 1·50.
2·75 Parasols at 2·00.
3·25 Parasols at 2·25.
3·75 Parasols at 2·75.
4·25 Parasols at 3·00.
5·00 Parasols at 3·50.
5·50 Parasols at 3·00.
6·50 Parasols at 4·00.

PARASOLS at 50 cents on the dollar.

PARASOLS must all be closed out, as we do not carry any over the year.

PARASOLS about half price to close out.

A. & J. BARTHOLOMEWS, Nos. 23 N. EIGHTH ST. and 908 CHESNUT ST.

KID GLOVES.

Now in stock, the largest stock in this city, of all grades, from $1 a pair up to the finest quality imported.

WE OFFER, of our own importation, new fresh GLOVES.

Joseph, new shades.....$1·00
La Belle..... 1·25
Bijou..... 1·70
Bartley..... 1·70
Jouvin..... 1·70
2 button, light shades
2 button, new colors.
3 button, new tints.
3 button, white.
3 button, opera.
2 and 3 button, in fancy double Cuff, not to be found elsewhere

CLOSING OUT. Summer Gloves at less than cost, to close some job lots, to make room for FALL IMPORTATIONS.

Hosiery, cheap,
Hosiery, cheap,
Hosiery, cheap,
to reduce our large stock.

6 27tuthstf

Established in 1854.

WATCHES.

EVERGOING
STEM-WINDERS,
KEY-WINDERS,
QUARTER SECONDS,
MINUTE REPEATERS,
ETC. ETC. ETC

C. & A. PEQUIGNOT,

No. 608 CHESNUT STREET,
2m PHILADELPHIA.

SUMMER RESORTS.

ATLANTIC CITY.

THE ISLAND HOUSE,

ATLANTIC CITY, N. J.

THIS LARGE, NEW, AND ELEGANT HOTEL

Is now open for the reception of guests.

Carriages will be in attendance on the arrival of every train to convey persons to the house, free of charge. Address

EVAN ROBERTS,

SUPERINTENDENT,

6 16 1m ATLANTIC CITY, N. J.

UNITED STATES HOTEL,

ATLANTIC CITY, N. J.,

Will open for the reception of guests, on SATURDAY, June 24. Music under the direction of Professor M. F. Aledo.

Persons desiring to engage rooms will address

SELFRIDGE & DAVIS,

6 16 1m ATLANTIC CITY.

SURF HOUSE,

ATLANTIC CITY,

Will open June 24. Parties wishing to engag Rooms will apply at the office of the Surf House Co., No. 402 LOCUST Street, Philadelphia, or to

M. BEIDLER,

6 16 1m ATLANTIC CITY, N. J.

STOCKTON HOTEL,

CAPE MAY, NEW JERSEY.

Capacity, 1200.

OPENS JUNE 24, 1871.

Terms:—$4·50 per day. $28·00 per week.

CHARLES DUFFY,

6 20 1m Of Continental Hotel, Proprietor.

NEW INLET HOUSE.—THE UNDERSIGNED beg leave to inform visitors to

ATLANTIC CITY

that they have taken the above-named Hotel, and will open for the reception of Boarders on SATURDAY, the 24th inst.

THE BAR AND OYSTER STANDS are now in operation.

McKIBBIN & McGRATH.

JERE McKIBBIN.
A. G. McGRATH. 6 16 cod 1m

ASHLAND HOUSE, CORNER OF PENNSYLVANIA and ATLANTIC Avenues, Atlantic City, N. J.—This popular establishment, which has been greatly improved and doubled in size, is now open for the reception of guests; desirable communicating rooms for families; splendid croquet grounds adjoin the house; guests conveyed to and from the bathing grounds free of charge. Terms, $14 per week; $2·50 per day. House open the entire year. JOHN L. BRYANT,

6 16 cod1m Proprietor.

THE VINCENT HOUSE, PACIFIC AVENUE, between New York and Tennessee avenues, Atlantic City, N. J., one square from the depot, has been refitted and refurnished, and is NOW OPEN, and in the occupancy of the undersigned, its former Proprietor, who invites all his old friends and the public generally to call and see him.

6 16 2m J. L. HARDWICKE.

CONGRESS HALL
AND THE
OCEAN HOUSE,
ATLANTIC CITY, N. J.,

will open JUNE 17, for the reception of guests.

GEORGE W. HINKLE,
6 16 cod2m Proprietor.

THE SCHAUFLER HOTEL, ATLANTIC CITY N. J. The best location on the island, with an A No. 1 table, and the best attention paid to its guests. Eighty fine sleeping chambers, with beds, etc., unsurpassed.

6 16 1m ALOIS SCHAUFLER, Proprietor.

THE COLONNADE, ATLANTIC CITY, N. J. Beautifully situated between the Railroad Depot and the Beach, in full view of the Ocean.

6 16 1m J. HENRY HAYES, Proprietor.

ATLANTIC CITY, EVARD HOUSE, PRIVATE Boarding House. Large Airy Rooms. Croquet ground attached. Plenty of shade. Terms, $12 per week. J. G. SHAFFER, Proprietor,

6 27 2m (Formerly of the Sea View).

THE CLUB HOUSE, CORNER OF ATLANTIC and NEW YORK Avenues, Atlantic City, will open Monday, June 19, with the bar well supplied with the choicest brands of Wines, Liquors, Cigars, etc. HARRY COWARD,

6 16 1m Proprietor.

PROSPECT HALL, CORNER OF PACIFIC and KENTUCKY Avenues, Atlantic City, N. J. Delightfully located, enlarged, and refitted and refurnished throughout. DR. J. F. BELKNAP,

6 16 1m Proprietor.

ST. CLOUD HOTEL, CORNER OF KENTUCKY and ATLANTIC Avenues, Atlantic City, N. J. For terms, etc. address ROBERTSHAW & PALMER,

6 16 1m Proprietors.

SOMERS COTTAGE, MICHIGAN, NEAR PACIFIC AVENUE.—This house has been thoroughly refurnished and improved, and is now open for the reception of guests.

6 16 1m C. THORNE.

LIGHT HOUSE COTTAGE, ATLANTIC CITY, N. J. JONAH WOOTTON, Proprietor.

Located between U. S. Hotel and the beach. The nearest house to the surf; is now open for the reception of guests. 6 16 2m

MEARS' HOUSE—ATLANTIC, ABOVE KENTUCKY Avenue, is now open for the reception of visitors. Terms, $2 per day, or $12 per week. LEWIS T. MEARS, Proprietor. S. B. TAYLOR, Superintendent. 6 16 1m

CHESTER COUNTY HOUSE, ATLANTIC CITY, N. J., open the year round.

J. KEIM,
6 16 1m Proprietor.

CENTRAL HOUSE, ATLANTIC CITY, N. J., open all the year round.

LAWLER & TRILLY,
6 16 1m Proprietors.

EUREKA COTTAGE, ATLANTIC CITY, N. J., ATLANTIC and VIRGINIA Avenues, will be open June 24 for the reception of visitors.

6 16 1m R. S. WATSON.

HADDON HOUSE, FOOT OF NORTH CAROLINA Avenue, facing the beach, Atlantic City N. J., is now open. Railroad to the beach.

6 16 1m Dr. J. J. COMFORT, Proprietor.

CONSTITUTION HOUSE, ATLANTIC CITY, N. J., is now open for the reception of guests.

JACOB R. SACKETT,
6 16 1m Proprietor.

CONSTITUTION HOUSE, ATLANTIC CITY, N. J., is now open for the reception of guests.

JACOB R. SACKETT,
6 16 1m Proprietor.

KENTUCKY HOUSE
ATLANTIC CITY,
Opened June 1 for the reception of guests.
6 16 1m MRS. M. QUIGLEY, Proprietress.

THE ALHAMBRA, ATLANTIC CITY, N. J., will open for the reception of guests on SATURDAY, June 24. No bar. R. B. LEEDS,

6 16 1m Proprietor.

DENNIS' COTTAGE,
ATLANTIC CITY, N. J.,
is now open for the reception of guests.
6 16 2m JOSEPH H. BORTON.

PRIVATE BOARDING—ATLANTIC CITY, N. J., PENNSYLVANIA, near Atlantic avenue.—A few choice double and single rooms. Apply at No. 1314 ARCH Street. 6 16 eod1m

TREMONT HOUSE, CORNER PACIFIC AND VIRGINIA Avenues,
Atlantic City.
6 16 1m H. BLOOD, Proprietor.

PENN MANSION, NEAR CONGRESS HALL, Atlantic City, N. J., is now open for guests.
6 16 1m ELIZA CANBY, Proprietress.

THE "CHALFONTE," ATLANTIC CITY, IS NOW open. Railroad to the beach.
6 16 1m ELISHA ROBERTS, Proprietor.

BEACH COTTAGE, ATLANTIC CITY, N. J., IS now open for the reception of guests. No bar.
6 16 cod 1m T. C. GARRETT.

THE CLARENDON, ATLANTIC CITY, N. J., is now open for the reception of guests.
6 16 1m M. C. BRODIE.

SUMMER RESORTS.

SUMMER RESORTS ON LINE OF THE PHILADELPHIA AND READING RAILROAD AND BRANCHES—JUNE 1, 1871:—

MANSION HOUSE—Mt. Carbon, Mrs. Caroline Wunder, Pottsville P. O., Schuylkill county.
TUSCARORA HOTEL—Mrs. M. L. Miller, Tuscarora P. O., Schuylkill county.
MANSION HOUSE—W. F. Smith, Mahanoy City P. O., Schuylkill county.
MT. CARMEL HOUSE—Nathan Herd, Mt. Carmel P. O., Northumberland county.
WHITE HOUSE—F. Mayer, Reading P. O., Berks county.
CENTRAL AVENUE HOUSE—G. D. Davis, Reading P. O., Berks county.
MT. PLEASANT SEMINARY—L. M. Koons, Boyertown P. O., Berks county.
LITIZ SPRINGS—G. F. Greider, Litiz P. O., Lancaster county.
HYGEIAN HOME—Dr. A. Smith, Wernersville P. O., Berks county.
COLD SPRINGS HOTEL (Lebanon county)—William Lerch, Sr., Box No. 170 Harrisburg P. O., Dauphin county.
EPHRATA SPRINGS—John Frederick, Ephrata P. O., Lancaster county.
PERKIOMEN BRIDGE HOTEL—Davis Longacre, Collegeville P. O., Montgomery county.
PROSPECT TERRACE—Dr. James Palmer, Collegeville P. O., Montgomery county.
SPRING MILL HEIGHTS—Jacob H. Breish, Conshohocken P. O., Montgomery county.
DOUTY HOUSE—H. Haffered, Shamokin P. O., Northumberland county. 6 9 2aw 2m

HERDIC HOUSE, MINNEQUA HOUSE

The subscribers, for the past seven years, connected with the Continental Hotel, Philadelphia, desire to announce to their numerous friends and the travelling public generally, that they have leased the well-known HERDIC HOUSE, Williamsport, Pa., and MINNEQUA HOUSE, Minnequa Springs, Bradford county.

Parties leaving Philadelphia via Pennsylvania Central Railroad, at 9·40 A. M., 12·40 P. M. and 10 P. M., reach Williamsport in seven hours, Minnequa Springs in nine hours, without change of cars. Cars stop in front of the House.

Parties leaving New York via New Jersey Central Railroad, reach Williamsport in ten hours, without change of cars.

Terms—$3 per day.

SCOFIELD & BARRY,
PROPRIETORS.

C. N. SCOFIELD,
Late Cashier Continental Hotel, Philadelphia.
N. B. BARRY,
Late Steward Continental Hotel,
6 9 2m Philadelphia.

SUMMER BOARDING.—The RENOVO HOTEL, a new and commodious building, newly furnished, situated on the bank of the Susquehanna river, at Renovo, Clinton county, Pa., on Philadelphia and Erie Railroad, is open for Summer Boarders. Trains leave Pennsylvania Railroad Depot, West Philadelphia, at 12·40 and 7·20 P. M., reaching Renovo at 11 P. M., and 6·25 A. M. Business men wishing their families at a healthy and pleasant location, can leave Philadelphia Saturdays and return by Monday afternoon. Baggage checked through. Pullman sleepers on all night trains.

FARE.—Philadelphia to Renovo, $8·30. Excursion tickets, to be had at Nos. 838 and 901 Chesnut street; Merchants' Hotel; No. 116 Market street; No. 4900 Main street, Germantown; and at Pennsylvania Railroad Depot, Thirty-first and Market streets, at ($10) ten dollars and ($5c.) twenty-five cents per round trip.

Board, $12 to $14 a week for single boarders. Special terms made for families, for which, and to secure rooms, apply to proprietor,

WILLIAM H. MAY,
Renovo Hotel, Clinton county,
6 15 1m Pennsylvania.

BEDFORD MINERAL SPRINGS.—THIS POPULAR summer resort will be open for the reception of visitors on the 10th day of JUNE, and remain open until SEPTEMBER 15.

The Bedford Railroad is completed to within one hour's ride over a good turnpike to the Springs.

Parties from Philadelphia will come through direct to the Springs in from twelve to fourteen hours.

Excursion tickets can be had at the Pennsylvania Railroad Office, and baggage checked through.

Persons will come by the Pennsylvania Railroad to Huntingdon, thence by Broad Top Road.

Persons wishing to engage rooms, or any further information, will please address the Proprietor of Bedford Springs.

Bedford Water will be promptly sent to any part of the United States at the following rates at the Springs:— [6 10 24t

Half barrels (in mulberry wood),	20	gallons	$5·00
" (steamed oak)	20	"	3·00
Whole barrels "	40	"	4·00
Kegs, 10 gallons			2·00

LANCASTER HOUSE, LANCASTER, N. H., will be opened June 1 for transient and summer boarders. It is located in the Valley of the Connecticut, in full view of Mount Washington and the Vermont Hills, at the terminus of the Boston, Concord, and Montreal Railroad.

N. B.—Persons suffering from asthma and "hay fever" will find immediate relief here.

Prices reasonable. For particulars and circular address E. STANTON & CO.,
6 10 2m Proprietors.

BEESLEY'S POINT HOUSE,
BEESLEY'S POINT, N. J.

This popular

LITERATURE.

REVIEW OF NEW BOOKS.

—"Fairmount Park" is the title of a work just published by Claxton, Remsen & Haffelfinger. Its author, Charles Keyser, Esq., a well-known lawyer of this city, is a gentleman of intelligence and high mental culture, and "Fairmount Park" is both a valuable and extremely interesting volume, which will be found a most useful as well as attractive guide-book. The subject has been ably treated, and displays in its careful compilation a fund of anecdote and data which are evidence of faithful research. In diction Mr. Keyser's work is unexceptionable, and in many of his descriptions his language is elegant and choice, displaying strength as well as beauty. From among the many points of interest this book contains, we quote his tribute to the memory of Robert Morris, which, while it cannot fail to interest the reader, may be accepted as a sample of the writer's style. In his description of "The Hills," the former home of Morris, and now called Lemon Hill, Mr. Keyser says:—

"In that old mansion, which Morris so loved, and which was at last his refuge, have been assembled as his guests the honored men in this land—Franklin, John Adams, Hancock, many of the signers of the Declaration, members of Congress, and officers of the army and navy. On these grounds he received from all the States and from patriotic hearts in other lands tributes to his financial power and financial honor—resolutions and gifts which he preserved through all his after misfortunes. Here he originated those enterprises, evidences of which yet remain on this river, and which, in far advance of his age, extending over all the States and embracing the prominent industries of his time, culminated in his utter ruin. Here also took place that last scene in his life—the great financier bowed down with age, helpless to preserve his own fortunes, following an officer down these terraced grounds, to be consigned, by laws now for the honor of human nature obsolete, to a common jail.

"And here remains forever the regretful remembrance that the owner of land in all the States, of a palace whose marble walls rise in mockery of his fate before the black stones of his prison, and of these fair grounds—a man whose money, as much as their strong arms, transferred to the people the title and the lands of this great Commonwealth, and the broader area of the nation, met such a fate.

"The palace mocks no more—the prison blights no more the earth where it stood—what was mortal of Morris moulders in the grave—but the results of his life remain for human happiness; and these grounds, saddened while ennobled by their association with his name, remain his fitting monument. The air that blows about them is the common property of the poorest as of the wealthiest. Their verdure grows for the little child, ignorant of the meaning of property, and for the old man who has seen it swept away from him forever. The water that flows along them is the common heritage of all. Within them every man stands in every right the equal of his fellow-man."

The descriptions of all the spots of interest are as well given, and the book will certainly be appreciated by the citizens of Philadelphia. A number of excellent illustrations by well-known Philadelphia artists add to the attractions of the volume.

—Owen Meredith's metrical novel of "Lucile," embellished with a number of Du Maurier's capital illustrations, has been issued in cheap pamphlet form by James R. Osgood & Co. The story is one of great interest, and is wonderfully well told. This cheap edition will be very handy for tourists and sea-shore visitors, and fill up a stray corner of a satchel or carpet-bag; and to those who are not familiar with the poem, we can promise good entertainment in its perusal. A number of the author's shorter poems are also given. For sale by Claxton, Remsen & Haffelfinger.

—Messrs. Porter & Coates are the Philadelphia agents for the following new publications of D. Appleton & Co.:—

"The Novels and Novelists of the Eighteenth Century," by William Forsyth, M. A., Q. C., is an attempt to illustrate the manners and morals of English society in the last century by means of the works of fiction which were popular with the grandfathers and great-grandfathers of the present generation. Mr. Forsyth has compressed a vast amount of information into a very small space, and he not only carries out his leading idea, but he gives admirable summaries of the most famous novels of the last century, with critical remarks about the writers and their styles that are in the highest degree interesting. This brief volume contains pretty much everything that all except enthusiastic students of literature need care to know about such writers as Mrs. Behn, Fielding, Smollett, Richardson, Mrs. Heyward, Mrs. Manley, Miss Burney, and other once popular writers, and it will be an excellent introduction to the literature of the eighteenth century for those who have a desire to investigate it for themselves.

Professor Tyndale's notes on Light and Electricity, for his lectures at the Royal Institution, which were published in England in two volumes, have been issued in one volume by the Messrs. Appleton. These notes, which sum up briefly the leading facts and principles of the sciences of Light and Electricity, will undoubtedly be highly appreciated by both teachers and pupils.

"Pickwick Papers," embellished by a steel portrait of Dickens and a number of illustrations, form the first volume of a cheap but neat and very attractive edition of Dickens' works, which will deserve popularity.

—*The Catholic Record* for July has an interesting leading article entitled "What the Catholic Church has done for Woman," and a variety of other readable essays, poems, stories, sketches, etc.

—*Our Boys and Gir's* for July contains an entertaining series of articles such as the boys and girls will appreciate.

—The July number of *The Nursery* is filled with pretty pictures and pleasant stories and verses for the youngest readers.

SPECIAL NOTICES.

☞ PENNSYLVANIA RAILROAD COMPANY, TREASURER'S DEPARTMENT.
PHILADELPHIA, May 2, 1871.
The Board of Directors have this day declared a semi-annual dividend of FIVE PER CENT. on the capital stock of the Company, clear of National and State taxes, payable in cash, on and after May 20, 1871.
Blank powers of attorney for collecting dividends can be had at the office of the company.
The office will be open at 8 A. M., and close at 3 P. M., from May 20 to June 2, for the payment of dividends, and after that date from 9 A. M. to 3 P. M. THOMAS T. FIRTH,
5 2 2m Treasurer.

☞ TO HOLDERS OF OHIO STATE STOCKS.—Notice is hereby given that the Interest due July 1, 1871, on the Funded Debt of the State of Ohio, will be paid at the American Exchange National Bank, in the City of New York, from the 1st to the 16th proximo, and thereafter at our office in this city.
The transfer books will be closed for one month from the 15th inst.
COLUMBUS, Ohio, June 12, 1871. [6 17 1m
JAMES H. GODMAN, Auditor of State.
ISAAC R. SHERWOOD, Sec. of State.
FRANCIS B. BOND, Attorney-General.
Commissioners of Sinking Fund of State of Ohio.

☞ STATE OF SOUTH CAROLINA, TREASURY DEPARTMENT.
COLUMBIA, S. C., June 1, 1871.
The Interest maturing July 1, 1871, upon the Bonds of the State of South Carolina, will be paid in gold on and after July 1, at the Banking House of R. H. Kimpton, Financial Agent of the State, No. 9 Nassau street, New York, and at the South Carolina Bank and Trust Company, in Columbia.
The Interest maturing upon Registered Stock at that time will be paid at the Treasury Office only.
6 17 30t NILES G. PARKER, State Treasurer.

☞ J. & L. L. BARRICK'S LEGITIMATE Tailoring Establishment, No. 41 S. TENTH Street, where you can get the best suit for the least money. Where, furnishing your own material you can have it made and trimmed exactly right. Price, fit, and workmanship guaranteed. A good stock always on hand, to show which is no trouble, and to sell the same at rates not to be excelled is our highest ambition. 5 2 tuths26t

☞ PARTICULAR NOTICE IS CALLED to the fact that HARPER'S HAIR DYE is the safest and best ever invented. One trial will suffice to demonstrate this. It is guaranteed to be entirely free from sugar of lead or other poisons, or anything detrimental to health, and gives a beautiful natural color, black or brown, as is desired. For sale by T. R. Callender & Co., and druggists and dealers everywhere. Price only 50 cents. 3 23tuths6m

☞ STATE OF ILLINOIS, TREASURER'S OFFICE, SPRINGFIELD, May 25, 1871.
The interest which will become due upon Stock of the State of Illinois on the first Monday of July, 1871, will be paid at the American Exchange National Bank, in the City of New York, from the 3d to the 17th days, inclusive of July, proximo.
ERASTUS N. BATES,
6 17 1m State Treasurer.

☞ PILES.—DR. GUNNELL DEVOTES HIS time to the treatment of Piles, blind, bleeding, or itching. Hundreds of cases deemed incurable without an operation have been permanently cured. Best city reference given. Office, No. 21 N. ELEVENTH Street. 4 15 3m

☞ DISPENSARY FOR SKIN DISEASES, NO. 216 S. ELEVENTH Street.
Patients treated gratuitously at this institution daily at 11 o'clock. 1 14

☞ THURSTON'S IVORY PEARL TOOTH POWDER is the best article for cleansing and preserving the teeth. For sale by all Druggists. Price 25 and 50 cents per bottle. 11 26 stuthly

☞ DR. F. R. THOMAS, No. 911 WALNUT ST., formerly operator at the Colton Dental Rooms, devotes his entire practice to extracting teeth without pain, with fresh nitrous oxide gas. 11 17t

FOR SALE.

FOR SALE,
HANDSOME RESIDENCE,
WEST PHILADELPHIA.
No. 3248 CHESNUT Street (Marble Terrace),
THREE-STORY, WITH MANSARD ROOF, AND THREE-STORY DOUBLE BACK BUILDINGS.
Sixteen rooms, all modern conveniences, gas, b h, hot and cold water.
Lot 16 feet front and 120 feet 2 inches deep to a back street.
Immediate possession. Terms to suit purchaser.
M. D. LIVENSETTER,
4 18 No. 129 South FOURTH Street.

FOR SALE OR EXCHANGE FOR SMALLER PROPERTIES.
No. 1917 Chesnut street.
No. 1408 North Broad street.
No. 1413 North Eighteenth street.
Lot, Broad and Vine streets, 73 by 200 feet.
Lot, Broad street, above Thompson, 145 by 200 feet.
Square of Ground, Broad and Diamond streets.
Lot, Broad and Lehigh avenue, 145 feet deep.
Lot, Broad and Summerset streets, 250 by 400 feet deep.
Lot, Broad and Cambria streets, 100 by 528 feet deep.
93 acre Farm, Bucks county.
3 Cottages at Cape May. R. J. DOBBINS,
6 6 tf "Ledger" Building.

WEST PHILADELPHIA.
THE NEW, VERY HANDSOME, AND CONVENIENT BROWN-STONE RESIDENCES, With Mansard roof, Nos. 4202, 4204, and 4206 KINGSESSING Avenue, situated among the most costly improvements of this beautiful suburb. Horse cars pass each way within one square—each house contains all modern improvements, bath, hot and cold water, stationary washstands, bell-calls, range, two furnaces, bay windows etc., etc., and is built upon A LARGE LOT,
more than 175 feet deep; the rear of the houses has an unobstructed out-look upon the WEST PHILADELPHIA PARK.
ABRAHAM RITTER,
6 2 1m No. 625 WALNUT Street.

TO RENT.

FOR RENT,
STORE, No. 339 MARKET Street.
APPLY ON PREMISES.
4 22 tf J. B. ELLISON & SONS.

COAL AND LANDING WHARF TO LET OR LEASE on favorable terms on the SCHUYLKILL, between ARCH and FILBERT Streets, 78 feet front on Twenty-third street, by 400 feet to the river. Has flooring and shedding capacity to store 4000 or 5000 tons coal. Office, scale, stable, and everything in condition to continue the coal business. Address COAL WHARF, North American office. 6 15 thstu2w

COTTAGE TO RENT FOR THE BALANCE of the season, or until March, 1872, with a desirable novelty. Partly furnished. Garden advanced. Apply to WILLIAM P. CRESSON, Claymont, Delaware. 6 26 3t*

MILLINERY.

MRS. R. DILLON
NOS. 323 AND 331 SOUTH STREET,
FANCY AND MOURNING MILLINERY, CRAPE VEILS.
Ladies' and Misses' Crape, Felt, Gimp, Hair, Satin, Silk, Straw and Velvets, Hats and Bonnets, French Flowers, Hat and Bonnet Frames, Crapes, Laces, Silks, Satins, Velvets, Ribbons, Sashes, Ornaments and all kinds of Millinery Goods.

FINANCIAL.

INVESTMENT
SECURITIES.
JAY COOKE & CO.
Are now selling, and recommend as a profitable and safe investment for all classes,
The First Mortgage 7-30 Gold Bonds
OF THE
Northern Pacific Railroad
COMPANY.
They have 30 years to run, bear Seven and Three-tenths per cent. gold interest (more than 8 per cent. currency), and are secured by first and only mortgage on the ENTIRE ROAD AND ITS EQUIPMENTS, and also, as fast as the Road is completed, on 23,000 acres of land to every mile of track, or 500 acres for each $1000 Bond. They are exempt from U. S. tax; principal and interest are payable in gold. Denominations:—Coupons, $100 to $1000; Registered, $100 to $10,000.
Northern Pacific 7-30's are at all times receivable, at TEN PER CENT. ABOVE PAR, in exchange for the Company's lands, at their lowest cash price.
The proceeds of all sales of lands are required to be devoted to the repurchase and cancellation of the First Mortgage Bonds of the Company. The Land Grant of the Road exceeds Fifty Million Acres in the most fertile portion of the Northwest, and the demand for the Company's lands for settlement already exceeds the ability of the Government to complete the surveys. This immense Sinking Fund will undoubtedly cancel the principal of the Company's bonded debt before it falls due.
Holders of U. S. Five-twenties, who wish to convert them into a first-class railroad security, can do so at a present profit of about 12 per cent., while increasing their interest income nearly one-fourth, by exchanging them for Northern Pacific 7-30s.
All marketable stocks and bonds will be received in exchange, free of express charges, at their highest current price. Full information, maps, pamphlets, etc., will be furnished on application to any agent for the loan, or to
JAY COOKE & CO.,
Philadelphia, New York, or Washington,
3 27mwf3m

A STATE BOND
AND
RAILROAD MORTGAGE
BOTH IN ONE.
FIRST MORTGAGE
8 PER CENT. GOLD BONDS
OF THE
Selma and Gulf Railroad Co.
GUARANTEED BY THE STATE OF ALABAMA.
FOR SALE AT 95 AND ACCRUED INTEREST IN CURRENCY.
These Bonds are a First Mortgage upon a first-class completed Trunk Line of Railway extending from Selma, Alabama, to Pensacola, Florida—the finest harbor on the Gulf. The payment of both principal and interest is guaranteed by the State of Alabama, whose currency obligations sell in the market at 104. The total direct debt of the State is only $6,000,000, and the indirect possible indebtedness, caused by its railway guarantees, amounts only to $8,000,000, making the maximum possible indebtedness of the State below $15,000,000, which sum is less than its debt in 1837, when an issue of bonds to the extent of $15,500,000 was made to establish a banking system, which debt was reduced by redemption to $4,000,000 in 1861, previous to the war. The taxable property of the State is now thrice what it was at that time, and the population more than double.
The Bonds offered are thus equally valuable either as a Railroad Mortgage or as a State Bond; and with the double security thus provided, we unhesitatingly recommend them as equal to any investment in the market.
PRICE, 95 and ACCRUED INTEREST
All marketable securities taken in exchange, free of express charges.
Pamphlets and circulars furnished.
HENRY CLEWS & CO.,
No. 32 WALL STREET, NEW YORK.
FOR SALE IN PHILADELPHIA BY
DeHaven & Bros.,
Elliott, Collins & Co.,
Townsend Whelen & Co.,
Barker Bros. & Co.,
W. H. Shelmerdine & Co.,
Bowen & Fox,
And by Bankers and Brokers generally. 6 20 mths1m

NEW GENERAL MORTGAGE BONDS
OF THE
PHILADELPHIA AND READING
RAILROAD COMPANY.
Seven Per Cent. Per Annum in Currency or Six Per Cent. Gold.
Free from all Taxes.
Forty Years to Run, with Sinking Fund Attached.
Interest payable June 1 and December 1.
Seven per cent. bonds, either coupon or registered, at option of purchaser.
Six per cent. gold bonds, coupons only, payable either in London or Philadelphia.
We call attention to this very safe and desirable home investment, which we offer at PAR AND ACCRUED INTEREST to date of purchase, for the Seven Per Cent. Currency Bonds, or at
98 AND ACCRUED INTEREST IN CURRENCY
For the Six Per Cent. Gold Loan.
Full particulars can be had at the office of either of the undersigned,
DREXEL & CO.
C. & H. BORIE.
W. H. NEWBOLD, SON & AERTSEN

Edmund D. Randolph & Co.
FORMERLY Smith, Randolph & Co. PHILA. & N.Y.
Bankers, 3 Nassau St. N. York.
Dealers in U. S. Bonds. Members of Stock and Gold Exchanges. Issue Bills on London, Paris & Germany and Letters of Credit available throughout Europe.

FINANCIAL.

Wilmington and Reading
Railroad
7 PER CENT. BONDS,
Free of Taxes.
We are offering the Second Mortgage Bonds of this Company
AT 85 AND ACCRUED INTEREST.
Interest Payable January and July.
The Bonds are in
$1000s, $500s, and $100s,
and can be REGISTERED free of expense. The road is doing a good business, with prospects of considerable increase.
This issue is made to procure additional rolling stock.
Bonds, Pamphlets, and information can be obtained of
DE HAVEN & BRO.,
No. 40 South THIRD Street.
PHILADELPHIA.

A RELIABLE
Sale Home Investment.
THE
Sunbury and Lewistown Railroad Company
7 PER CENT. GOLD
First Mortgage Bonds.
Interest Payable April and October, Free of State and United States Taxes.
We are now offering the balance of the loan of $1,200,000, which is secured by a first and only lien on the entire property and franchises of the Company,
At 90 and the Accrued Interest Added.
The Road is now rapidly approaching completion, with a large trade in COAL, IRON, and LUMBER, in addition to the passenger travel awaiting the opening of this greatly needed enterprise. The local trade alone is sufficiently large to sustain the Road. We have no hesitation in recommending the Bonds as a CHEAP, RELIABLE, and SAFE INVESTMENT.
For pamphlets, with map and full information, apply to
WM. PAINTER & CO.,
BANKERS,
Dealers in Government Securities,
No. 36 South THIRD Street,
PHILADELPHIA.

MORTGAGE only $12,500 PER MILE
TRUSTEES.
FIDELITY INSURANCE, TRUST, AND SAFE DEPOSIT COMPANY.
Special Attention of Investors
Is now called to the
First Mortgage Bonds
OF THE
BRIDGETON AND PORT NORRIS
RAILROAD COMPANY.
7 PER CENT., FREE OF ALL TAXES.
This road runs from the mouth of Maurice River to Bridgeton, New Jersey, where it connects with the
West Jersey Railroad.
The fact that this Mortgage is but for $12,500 per mile, and that stock subscriptions have been secured equal to 40 per cent. of that amount, places this loan upon the firmest basis and gives to it unusual security.
They can be registered, and are in sums of $100, $500, $1000. Interest payable April and October.
They are offered for the present at 90 and accrued interest.
For further particulars and pamphlets apply to
D. C. WHARTON SMITH & CO.,
BANKERS & BROKERS,
No. 121 SOUTH THIRD STREET,
6 2 tf PHILADELPHIA.

DUNN BROTHERS,
BANKERS,
Nos. 51 and 53 S. THIRD St.
Dealers in Mercantile Paper, Collateral Loans, Government Securities, and Gold.
Draw Bills of Exchange on the Union Bank of London, and issue travellers' letters of credit through Messrs. BOWLES BROS & CO., available in all the cities of Europe.
Make Collections on all points.
Execute orders for Bonds and Stocks at Board of Brokers.
Allow interest on Deposits, subject to check at sight. 1 2

B. K. JAMISON & CO.
SUCCESSORS TO
P. F. KELLY & CO.,
BANKERS AND DEALERS IN
Gold, Silver, and Government Bonds
At Closest Market Rates,
N. W. Cor. THIRD and CHESNUT Sts
Special attention given to COMMISSION ORDERS in New York and Philadelphia Stock Boards, etc. etc 1 26

FINANCIAL.

JAY COOKE & CO.,
PHILADELPHIA, NEW YORK and WASHINGTON.
JAY COOKE, McCULLOCH & CO.
LONDON,
BANKERS
AND
Dealers in Government Securities.
Special attention given to the Purchase and Sale Bonds and Stocks on Commission, at the Board of Brokers in this and other cities.
INTEREST ALLOWED ON DEPOSITS,
COLLECTIONS MADE ON ALL POINTS,
GOLD AND SILVER BOUGHT AND SOL
In connection with our London House we are now prepared to transact a general
FOREIGN EXCHANGE BUSINESS,
Including Purchase and Sale of Sterling Bills, and the issue of Commercial Credits and Travellers' Circular Letters, available in any part of the world, and are thus enabled to receive GOLD ON DEPOSIT, and to allow four per cent. interest in currency thereon.
Having direct telegraphic communication wit both our New York and Washington Offices, we can offer superior facilities to our customers.
RELIABLE RAILROAD BONDS FOR INVESTMENT.
Pamphlets and full information given at our office,
5 3 3mrp No. 114 S. THIRD Street, Philada.

BURLINGTON, CEDAR RAPIDS
AND
MINNESOTA RAILROAD.
First Mortgage 7 Per Cent. Gold Bonds
At 90 and Accrued Interest in Currency.
On a Completed Road,
Free of U. S. Tax.
This road is now in the dullest season of the year earning more than 12 per cent. net on the amount of its mortgage obligations.
Its 7 per cent. gold bonds are equal for security to Government or any Railroad issue. They command a ready market, and we are prepared to buy and sell them at all times. No investment in the market, possessing equal guarantees of safety, returns an equal percentage of interest. The Chicago Burlington, and Quincy has given a traffic guarantee, and obligates itself to invest in these bonds 50 per cent. of the gross earnings derived from all business from this road. This is sufficient indication of the estimate of this enterprise by the largest and most far-sighted corporation in the West. A limited quantity still for sale by
HENRY CLEWS & CO.,
No. 32 WALL Street, New York.
For sale in Philadelphia by
De Haven & Bros.,
Elliott, Collins & Co.,
Townsend Whelen & Co.,
Barker Bros & Co.,
W. H. Shelmerdine & Co.,
Bowen & Fox,
And by Bankers and Brokers generally. 6 21 swst

TRAVELLERS' CREDITS
ISSUED IN CONNECTION WITH
Jay Cooke, McCulloch & Co.,
OF LONDON,
AVAILABLE THROUGHOUT EUROPE.
We would call the special attention of Americans going abroad to the complete arrangements made by our London House, in their office, at
No. 41 LOMBARD Street,
For the comfort and convenience of holders of our Circular Letters, and especially with reference to their correspondence and the latest advices from the United States.
Persons taking Credits through us can have their passports furnished without extra charge.
Full information given at our office.
JAY COOKE & CO.,
BANKERS,
No. 114 SOUTH THIRD STREET,
5 9 tuths2m PHILADELPHIA.

BONDS
OF THE
Camden and Amboy Railroad, New Jersey Railroad and Transportation Company, and Delaware and Raritan Canal Company,
Constituting the
United Companies of New Jersey.
We offer these most desirable bonds, in registered certificates, due in 1894, bearing 6 PER CENT. INTEREST, free of all taxation, payable April 1 and October 1.
For full particulars, apply to
DREXEL & CO.
C. & H. BORIE.
W. H. NEWBOLD, SON & AERTSEN.

The Six Per Cent. Loan
OF THE
City of Williamsport, Penna.,
Has been made by
ACT OF THE LEGISLATURE
A Legal Investment
For Executors, Administrators, Trustees, etc.
A limited amount is still for sale at
85
AND ACCRUED INTEREST, BY
P. S. PETERSON & CO.
No. 39 SOUTH THIRD STREET,
2 PHILADELPHIA.

HARRISSON GRAMBO,
BANKER,
530 WALNUT St.,
PHILADELPHIA.

FINANCIAL.

JOHN S. RUSHTON & CO.,
BANKERS AND BROKERS.
GOLD AND COUPONS WANTED.
City Warrants
BOUGHT AND SOLD.
No. 50 South THIRD Street,
2 8 PHILADELPHIA.

SPECIAL ATTENTION
PAID TO THE PURCHASE AND SALE OF
Stocks and Bonds,
Here and in New York, and every facility furnished to parties desiring to have them carried.
D. C. WHARTON SMITH & CO.,
BANKERS & BROKERS,
No. 1 SOUTH THIRD STREET
5 22 PHILADELPHIA.

SAFE DEPOSIT COMPANIES.

THE PENNSYLVANIA COMPANY
FOR INSURANCES ON LIVES AND GRANTING
ANNUITIES.
Office No. 304 WALNUT Street.
INCORPORATED MARCH 10, 1812.
CHARTER PERPETUAL.
CAPITAL $1,000,000.
SURPLUS UPWARDS OF $750,000.
Receive money on deposit, returnable on demand, for which interest is allowed.
And under appointment by individuals, corporations, and courts, act as
EXECUTORS, ADMINISTRATORS, TRUSTEES, GUARDIANS, ASSIGNEES, COMMITTEES, RECEIVERS, AGENTS, COLLECTORS, ETC.
And for the faithful performance of its duties as such all its assets are liable.
CHARLES DUTILH, President.
WILLIAM B. BILL, Actuary.
DIRECTORS.

Charles Dutilh,	Joshua B. Lippincott,
Henry J. Williams,	Charles H. Hutchinson,
William S. Vaux,	Lindley Smyth,
John R. Wucherer,	George A. Wood,
Adolph E. Borie,	Anthony J. Antelo,
Alexander Biddle,	Charles S. Lewis,

Henry Lewis.

THE PHILADELPHIA TRUST SAFE DEPOSIT AND INSURANCE COMPANY,
OFFICE AND BURGLAR-PROOF VAULTS IN THE PHILADELPHIA BANK BUILDING,
No. 421 CHESNUT STREET.
CAPITAL, $500,000.
FOR SAFE-KEEPING OF GOVERNMENT BONDS and other SECURITIES, FAMILY PLATE, JEWELRY, and other VALUABLES, under special guarantee, at the lowest rates.
The Company also offer for Rent, at rates varying from $15 to $75 per annum, the renter holding the key, SMALL SAFES IN THE BURGLAR-PROOF VAULTS, affording absolute SECURITY against FIRE THEFT, BURGLARY, and ACCIDENT.
All fiduciary obligations, such as TRUSTS, GUARDIANSHIPS, EXECUTORSHIPS, etc., will be undertaken and faithfully discharged.
All trust investmenes are kept separate and apart from the Company's assets.
Circulars, giving full details, forwarded on application.
DIRECTORS.

Thomas Robins,	Augustus Heaton,
Lewis R. Ashhurst,	F. Ratchford Starr,
J. Livingston Erringer,	Daniel Haddock, Jr.,
R. P. McCullagh,	Edward Y. Townsend,
Edwin H. Lewis,	John D. Taylor,
James L. Claghorn,	Hon. William A. Porter.
Benjamin B. Comegys,	Edward S. Handy,

Joseph Carson, M. D.
OFFICERS.
President—LEWIS R. ASHHURST.
Vice-President—J. LIVINGSTON ERRINGER.
Secretary—R. P. MCCULLAGH.
Treasurer—WM. L. DUBOIS. 2 8fmwf

PLUMBING, GAS FITTING, ETC.

PANCOAST & MAULE,
THIRD and PEAR Streets,
Plain and Galvanized
Wrought and Cast Iron Pipes
For Gas, Steam and Water.
FITTINGS, BRASS WORK, TOOLS, BOILER TUBES.
STEAM HEATING
Pipe of all Sizes Cut and Fitted to Order
CARD.
Having sold HENRY B. PANCOAST and FRANCIS I. MAULE (gentlemen in our employ for several years past) the Stock, Goodwill and Fixtures of our RETAIL ESTABLISHMENT, located at the corner of THIRD and PEAR Streets, in this city, that branch of our business, together with that of HEATING and VENTILATING PUBLIC and PRIVATE BUILDINGS, both by STEAM and HOT WATER, in all its various systems, will be carried on under the firm name of PANCOAST & MAULE, at the old stand, and we recommend them to the trade and business public as being entirely competent to perform all work of that character.
MORRIS, TASKER & CO.
Philadelphia, Jan. 22, 1870.

FURNITURE.

FURNITURE.
The undersigned most respectfully announces to his patrons, friends, and the public generally, that in anticipation of extensive alterations and improvements to his store and warerooms, he will offer h balance of his entire stock of FURNITURE
At Greatly Reduced Prices.
All of which is warranted fully as well made as made to order.
He adopts this method of giving purchasers an portunity of
Extremely Low Prices
In preference to having a sale at auction.
A cordial invitation is hereby extended to all who are in need of first-class goods.
C. VOLLMER,
Manufacturer of Cabinet Furniture,
No. 1108 CHESNUT STREET,
5 5 stuth2m PHILADELPHIA.

JOSEPH H. CAMPION (late Moore & Campion), WILLIAM SMITH, RICHARD R. CAMPION,
SMITH & CAMPION,
Manufacturers of
FINE FURNITURE, UPHOLSTERINGS, AND INTERIOR HOUSE DECORATIONS,
No. 249 SOUTH THIRD Street,
Manufactory, Nos. 215 and 217 LEVANT Street, Philadelphia. 2 15

ESTABLISHED 1844.
WM. M. CHRISTY,
Blank Book Manufacturer, Stationer and Printer,
No. 127 S. THIRD Street,
Opposite Girard Bank.
4 22 eod

FOREIGN ITEMS.

—The French papers publish a "confidential despatch" addressed on the 16th of January last by Gambetta to Jules Favre, which contains some curious disclosures as to what were at that time the real views of the leader of France in her desperate resistance against Germany. "The moment is so serious," he says, "that I regard it as an imperative duty to communicate to you all my feelings and thoughts about your and our situation. * * * You are lost; you are falling down a precipice, well knowing the faults of him (General Trochu) who is driving you into it, with the knowledge of the crushing responsibility which will be laid upon you by history because you failed bravely to set aside the instrument of our common disaster. You see the dreadful catastrophe come closer day by day, and you sigh with your hands folded, * * * instead of getting rid of a man who, whatever his virtues, is not equal either to the situation or to the duties laid upon him. * * * You have allowed the opportunity of victory to slip, and you will fall like those who fell at Metz and Sedan. Perhaps at the last hour you will perish with honor, but it will then be too late to serve your country. If you had really made a sortie on the 7th of January, as you announced in your despatch of the 9th of January, Chanzy would probably have gained a victory instead of being defeated at Le Mans. * * * The chief causes of his defeat are the want of a timely attack on the enemy from Paris, the panic of the Mobiles of Brittany, and the inexperience of his officers. The special characteristic of the armies which we have formed is the want of solidity and perseverance; they cannot hold out after a series of battles, some of which were successful, but none sufficiently so to create a permanent enthusiasm." Notwithstanding this admission Gambetta does not lose heart, but expresses a conviction that by constantly forming new armies and sending them against the enemy France must ultimately be victorious. He concludes by warmly urging Jules Favre to leave Paris, so as to be ready to assist with his influence in prolonging the resistance after the capital should fall. "Your character, your sufferings, your authority would inspire universal respect, and every one would understand * * * * that you had come with the mission of avenging Paris. You can and must do this. You must go to London, where all Europe, our irreconcilable enemies excepted, wishes and expects to see you. * * I have done my duty. Do yours."

—The *Nation Souveraine* compares the late street fights in Paris with those of June, 1848. "On both occasions," it says, "the military commanders were men who had earned distinction in Algeria. Cavaignac had less military glory than MacMahon, but the name he bore was dear to the republicans, and placed him in a political position of which he showed himself entirely worthy." The revolutionists of 1848, too, proceeded from the same class as those of 1871; "and though they had neither millions of cartridges, nor a formidable artillery, as the latter have * * * the struggle was no less desperate." In both cases the conflict was primarily caused by the fear of hunger; in 1848, owing to the threatened stoppage of the subvention of the workmen in the *ateliers nationaux;* in 1871, to that of the pay of the National Guards. "In 1848 the street-fighting was not preceded by a siege in accordance with the rules of military art; but the strategical positions were not so formidable as they are now. The insurgents had cut the city in two by a line of barricades beginning at what is now the Northern Railway station, and passing by the Porte St. Denis and the Rue St. Jacques to the Observatoire. All that was in front of that line belonged to the insurgents; all that was beyond it to the Assembly." Again, if the insurgents of 1848 "were less numerous and had fewer arms than those of 1871, they found, on the other hand, an immense support in the tortuous and narrow streets of which three-quarters of Paris then consisted. A carriage placed across the road, with a few paving-stones, sufficed to create an obstacle which only disappeared after a serious combat. From 25,000 to 30,000 insurgents armed with muskets held their ground for four days against a whole army with artillery. * * * The insurgents of 1871, though more numerous and better armed, have against them the strategic roads pierced by M. Haussmann. The guns of the Place de la Concorde can sweep the Place de l'Hotel de Ville, and well-directed shells can disperse insurgents behind barricades who would otherwise have to be attacked with the bayonet."

—The slave traffic of Zanzibar seems to be rather brisk according to an account given of it by Dr. Kirk in a letter to the late Lord Clarendon, dated the first of February last year, which has just been printed with other correspondence respecting the slave trade on the East Coast of Africa. Dr. Kirk forwards copies of certain official statements of the Zanzibar Government respecting the import and export of slaves during the last season so far as that traffic has been carried on openly and in accordance with the rules now in force. These statistics were not prepared by the Arab authorities expressly for Dr. Kirk, but he had access to the original books of the Custom House and of the Sultan's secretary. From them we learn that Zanzibar Island imported in one year 11,944 slaves, and exported during a nearly parallel period also of one year as many as 8215, leaving apparently for use in the island 3729; out of these, 2000 are stolen yearly by the northern Arabs or shipped by the Zanzibar people without license. Dr. Kirk says that the present yearly slave requirements of the town and island may be safely estimated at not more than 1729. The declared export from Zanzibar to the petty coast towns and island of Pemba is 8215, to which must be added 3000 shipped direct from Quiloa thither, or 11,215, making, with 2000 taken as contraband from Zanzibar, 13,215 to supply the coast and the Arabian slave trade together. This enormous slave traffic is almost entirely owing to the Arabian and Persian Gulf demands, and Dr. Kirk is of opinion that nothing short of the total prohibition of slave trading by sea will ever enable our cruisers to operate against the system on this difficult coast. The statistics, he adds, being derived from Arab official documents, may be relied on as not exaggerating the number of slaves transported.

—It is said that Dr. Tony-Moilin, who played an important part in the recent events which have happened in Paris, was permitted before being shot by sentence of a court-martial to marry a young lady with whom he had been living, and who was near her confinement. The marriage took place at three o'clock, and by five in the afternoon the doctor was dead. Whether this occurrence really took place or not there can be no doubt it is a very touching story, and will not be forgotten by novelists in after days. The marriage was, anyhow, hardly more singular in its attendant circumstances than one recorded in the *Annual Register* for 1808, in the chronicle for the month of March in that year. "A striking display," it is said, "of the omnipotence of love occurred at the High Church, Hull, a few days ago. A young woman having given her heart to a sailor, who was impressed and carried on board the tender by the interference of her friends, resolved nevertheless to marry the object of her choice. He was accordingly brought on shore, and escorted by the press-gang to the church, from whence, after the marriage ceremony, he was again conveyed to the tender."

RAILROAD LINES.

THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANIES.

On and after MONDAY, June 12, 1871,

TRAINS WILL LEAVE AS FOLLOWS:—

FROM WALNUT STREET WHARF.

At 6:15 a. m. Accommodation via Camden and Amboy, and at 3:30 p. m. Accommodation via Camden and Jersey City for New York.

At 9 and 6 p. m. for Amboy and intermediate stations.

At 6:15 a. m. and 3:30 p. m. for Freehold and Farmingdale.

At 6:15, 8, and 10 a. m., 12 m., 2, 3:30, and 5 p. m. for Trenton.

At 6:15, 8, and 10 a. m., 12 m., 2, 3:30, 5, 6, 7:30, and 11:30 p. m. for Bordentown, Florence, Burlington, Edgewater, Beverly, Delanco, and Riverton.

At 6:15 and 10 a. m., 12 m., 2, 3:30, 5, 6, 7:30, and 11:30 p. m. for Riverside, and Palmyra.

At 6:15 and 10 a. m., 12 m., 5, 6, 7:30, and 11:30 p. m. for Fish House.

The 11:30 p. m. Line leaves from Market Street Ferry (upper side).

FROM WEST PHILADELPHIA DEPOT.

At 7, 8:15, and 11 a. m., 1:20, 3, 5:30, 6:45, and 12 p. m., New York Express Lines, and 11:30 p. m Emigrant Line, via Jersey City.

At 7, 8:15 and 11 a. m., 1:20, 3, 5:30, 6:45, and 12 p. m. for Trenton.

At 7, 8:15, and 11 a. m., 6:45 and 12 p. m. for Bristol.

At 12 p. m. (Night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torrisdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford.

Sunday Lines leave at 11 a. m., 6:45 p. m., and 12 night.

FROM KENSINGTON DEPOT.

At 7 and 9:30 a. m., 2:30, 3, and 5 p. m. for Trenton and Bristol. And at 6 p. m. for Bristol.

At 7 and 9:30 a. m., 2:30 and 5 p. m. for Morrisville and Tullytown.

At 7 and 9:30 a. m., 2:30, 5, and 6 p. m. for Schenck's, Eddington, Cornwells, Torrisdale, and Holmesburg Junction.

At 6:45 a. m., 12:30, 5:15, and 7:15 p. m. for Bustleton, Holmesburg, and Holmesburg Junction.

At 6:45 and 9:30 a. m., 12:30, 2:30, 5:15, 6, and 7:15 p. m. for Tacony, Wissinoming, Bridesburg, and Frankford.

VIA BELVIDERE DELAWARE RAILROAD.

At 7 a. m. and 3 p. m. for Niagara Falls, Buffalo, Dunkirk, Elmira, Rochester, Syracuse, Great Bend, Scranton, Wilkesbarre, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc., and 7 a. m. for Schooley's Mountain.

At 9:30 a. m. and 5 p. m. for Pennington, Lambertville, and intermediate stations, and at 5 p. m. for Easton.

VIA CAMDEN AND BURLINGTON COUNTY RAILROAD.

At 7 a. m. and 2:30 p. m. for New York, Long Branch, and intermediate places, via New Jersey Southern Railroad.

The 7 a. m. and 2:30 p. m. lines leave Walnut street wharf, all others will leave from Market street Ferry (upper side).

At 6, 7, and 9 a. m., 1, 2:30, 3:30, 5, and 6:30 p. m., and on Thursday and Saturday nights at 11:30 p. m. for Merchantsville, Moorestown, Hartford, Masonville, Hainsport, and Mount Holly.

At 6 a. m., 2:30 and 6:30 p. m. for Lumberton and Medford.

At 6, 7, and 9 a. m., 3:30, 5, and 6:30 p. m. for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 6 a. m., 1 and 3:30 p. m., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown. WM. H. GATZMER, Agent.

May 29, 1871.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TABLE.

COMMENCING MONDAY, NOVEMBER 21, 1870.

Trains will leave Depot, corner of Broad street and Washington avenue, as follows:—

Way Mail Train at 8:30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.

Express Train at 11:45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11:30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 11:45 A. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11:00 A. M., 2:30, 6:00, and 7:00 P. M. The 6:00 P. M. train connects with Delaware Railroad for Milford and intermediate stations.

Leave Wilmington 6:45 and 8:10 A. M., 2:00, 4:00, and 7:15 P. M. The 8:10 A. M. train will not stop between Chester and Philadelphia. The 7:15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.

Trains leaving Wilmington at 6:45 A. M. and 4:00 P. M. will connect at Lamokin Junction with the 7:00 A. M. and 4:50 P. M. trains for Baltimore Central Railroad.

From Baltimore to Philadelphia.—Leave Baltimore 7:25 A. M., Way Mail; 9:35 A. M., Express; 2:25 P. M., Express; 7:25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leave Baltimore at 7:25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

On Sundays leave Philadelphia for Oxford at 8:30 A. M.; returning, leave Oxford at 3:40 P. M., stopping at all intermediate stations.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

PHILADELPHIA AND ERIE RAILROAD.—SUMMER TIME TABLE.

On and after MONDAY, May 15, 1871, the trains on the Philadelphia and Erie Railroad will run as follows from the Pennsylvania Railroad Depot, West Philadelphia:—

WESTWARD.

MAIL TRAIN	leaves Philadelphia	7:10 P. M.
"	" Williamsport	4:15 A. M.
"	arrives at Erie	3:50 P. M.
ERIE EXPRESS	leaves Philadelphia	12:30 P. M.
"	" Williamsport	8:50 P. M.
"	arrives at Erie	7:40 A. M.
ELMIRA MAIL	leaves Philadelphia	9:30 A. M.
"	" Williamsport	6:35 P. M.
"	arrives at Lock Haven	7:50 P. M.

EASTWARD.

MAIL TRAIN	leaves Erie	11:20 A. M.
"	" Williamsport	10:00 P. M.
"	arrives at Philadelphia	6:30 A. M.
ERIE EXPRESS	leaves Erie	9:00 P. M.
"	" Williamsport	8:25 A. M.
"	arrives at Philadelphia	5:50 P. M.
ELMIRA MAIL	leaves Lock Haven	8:05 A. M.
"	" Williamsport	9:15 A. M.
"	arrives at Philadelphia	5:30 P. M.
BUFFALO EXP.	leaves Williamsport	1:25 A. M.
"	" Sunbury	3:25 A. M.
"	arrives at Philadelphia	9:40 A. M.

Mail East connects east and west at Erie with L. S. & M. S. R. W. and at Corry and Irvineton with Oil Creek and Allegheny R. R. W.

Mail west with west-bound trains on L. S. & M. S. R. W. and at Corry and Irvineton with Oil Creek and Allegheny R. R. W.

Warren Accommodation east and west with trains on L. S. and M. S. R. W. east and west and at Corry with O. C. and A. R. R. W.

Erie Accommodation east at Corry and west at Corry and Irvinetown with O. C. and A. R. R. W.

Elmira Mail and Buffalo Express make close connection at Williamsport with the N. C. R. W. trains, north and south.

Catawissa passenger trains will be run east from Williamsport on Erie Express, and west to Williamsport on Elmira Mail.

WM. A. BALDWIN, General Superintendent.

RAILROAD LINES.

PHILADELPHIA AND READING RAILROAD.

June 5, 1871.

Depot—THIRTEENTH and CALLOWHILL Streets.

Until further notice trains will Leave and Arrive as follows:—

TRAINS LEAVE.

Reading and Allentown Way	7:30 a. m.
Harrisburg and Pottsville Express	8:30 a. m.
Philadelphia and Pottsville W. Tr'n	12:30 p. m.
Harrisburg and Pottsville Express	3:30 p. m.
Pottstown Accommodation	4:30 p. m.
Reading and Pottsville Accommodation	5:15 p. m.

ON SUNDAYS.

To Reading	8:00 a. m.
To Pottsville	3.15 p. m.
To Pottstown	5:15 P. M.

TRAINS ARRIVE.

Pottstown Accommodation	8:45 a. m.
Reading and Pottsville Accommodation	10:20 a. m.
Harrisburg and Pottsville Express	1:00 p. m.
Philadelphia and Pottsville W. Tr'n	4:20 p. m.
Harrisburg and Pottsville Express	6:15 p. m.
Harrisburg, Pottsville, and Allentown Accommodation	9:10 p. m.

ON SUNDAYS.

From Pottstown	9:15 A. M.
From Pottsville	12:35 a. m.
From Reading	7:15 p. m.

The Sunday trains connect with similar trains on the Perkiomen and Colebrookdale Railroads.

For Downingtown and points on Chester Valley Railroad take 7:30 a. m., 12:30 and 4:30 p. m.

For Schwenksville and points on Perkiomen Railroad take 7:30 a. m., 12:30 and 4:30 p. m.

For Mt. Pleasant and points on Colebrookdale Railroad take 7:30 a. m. and 4:30 p. m.

PARK ACCOMMODATION TRAINS, DAILY EXCEPT SUNDAY,

Leave depot, Thirteenth and Callowhill streets, For West Manayunk at 8:45 a. m. and 6:30 p. m.

Leave West Manayunk, 6:10 and 10:10 a. m.

For Belmont at 8:45 and 11:30 a. m., and 2, 4, and 6:30 P. M.

Leave Belmont at 6:24 and 10:26 a. m., 12:14 noon, 2:45 and 5:30 p. m.

SUNDAYS.

Leave Fifteenth street and Pennsylvania avenue, for Belmont, 9, 10, 11 a. m., 1, 2, 3, 4, 4:30, 5:40, and 6:40 P. M.

Leave Belmont, 9:25, 10:25, 11:25 a. m., 1:25, 2:25, 3:25, 4:25, 5:15, 6:15, and 7:05 p. m.

Exchange Tickets to and from Belmont are sold by conductors of Park train of this Company, and Thirteenth and Fifteenth, Seventeenth and Nineteenth, add Green and Coates street cars, good on lines mentioned.

New York Express for Pittsburg and West.

Trains leave New York at 9 a. m. and 5 p. m., passing Reading at 1:55 and 9:50 p. m. connecting at Harrisburg with Pennsylvania and Northern Central trains for Chicago, Cincinnati, Pittsburg, Baltimore, Williamsport, etc.

Sleeping-cars accompany these trains through between Jersey City and Chicago without change.

Trains for New York leave Harrisburg at 40:5 and 8:10 a. m., and 2 p. m.

Additional train leaves New York for Harrisburg at 12:30 noon.

For particulars see Guide Books, which can be obtained at S. E. corner of Ninth and Chesnut streets, under Continental Hotel, No. 811 Chesnut street, and at all stations, without charge.

Season, School, Mileage, and Commutation Tickets at reduced rates, to be had of S. Bradford, Treasurer, No. 227 South Fourth street, Philadelphia, or J. E. Wooten, Assistant Superintendent, Reading.

STREET CARS.—The Thirteenth and Fifteenth, and Race and Vine streets, connecting with other lines, run close to the depot.

Baggage collected and delivered by Dungan's Baggage Express. Orders left at Depot or at No. 213 S. Fourth street.

Through tickets and baggage checks to all principal points in Oil Regions, New York State, Canada, West, and Northwest, may be obtained at the new Union Ticket Office, southeast corner of Ninth and Chesnut streets, under the Continental Hotel, or at No. 811 Chesnut street. Tickets to principal local points on sale at above offices. Baggage checked from hotels and residences by the Union Transfer Co.

GERMANTOWN AND NORRISTOWN BRANCH.

Depot, Ninth and Green.

ON AND AFTER MAY 8.

TO GERMANTOWN—6, 7, 7:15, 7:35, 8:30, 9:05, 10, 11 a. m.; 12, noon; 1, 2, 2:30, 3:15, 3:45, 4:05, 4:30, 5:05, 5:10, 5:45, 6, 6:30, 7, 8, 8:15, 9, 10:15, 11, 11:40, 12:30, night.

SUNDAY—7:45, 9:05 a. m.; 12:45, noon; 2:15, 4:05, 5:40, 7, 8:45, and 11:25 p. m.

FROM GERMANTOWN—6, 6:25, 6:50, 7:25, 8:05, 8:10, 8:45, 9, 9:25, 10, 11:05, 11:55 a. m.; 1, 1:55, 3, 3:30, 3:55, 4:45, 5, 5:30, 6, 6:10, 6:40, 7:10, 8, 9:05, 10, 10:30, 11:25 p. m.

SUNDAY—8:10, 9:05 a. m.; 1:05, 2:35, 3, 5:55, 6, 8:20, and 10:20 p. m.

The 8:05 and 9:25 a. m. down trains, and 2:30, 3:45, 5:05, and 5:45 up trains, will not stop on the Germantown Branch.

Passengers taking the 6:50, 7:25, 10, a m. and 5:30 and 6:40 p. m. trains from Germantown will make close connections with the trains for New York at Intersection Station.

TO CHESNUT HILL—6, 7, 7:35, 9:05, 10, 12 a. m., 2:30, 3:45, 5:05, 5:45, 7, 8, 9, 11, 11:40 p. m.

SUNDAY—7:45, 9:05 a. m., 12:45 noon, 2:15, 5:40, 7, 8:45, pm.

FROM CHESNUT HILL—6:10, 7:10, 7:50, 8:30, 9:10, 10:50, 11:40 a. m., 1:40, 3:40, 5:45, 6:25, 6:55, 8:50, 10:15, 11:10 p. m.

Sunday—7:50, 8:45 a. m., 12:45, noon, 2:15, 5:40, 8, 10 p. m.

TO CONSHOHOCKEN AND NORRISTOWN—6:05, 7:30, 9, and 11:05 a.m., 12:05, m., 1:30, 3,4, 4:40, 5, 5:30, 6:25, 8:05, 10:20, and 11:45 p. m.

Sunday—7:30, 9 a. m., 1:30, 5, 7:15, and 9:30 p. m.

FROM NORRISTOWN—5:30, 6:30, 7, 7:40, 8, 8:50, 11 a. m., 1, 2:30, 3:30, 4:30, 6, 6:15, 8, 10 p. m.

Sunday—7, 9 a. m., 1:15, 5, 7, 9:30 p. m.

TO MANAYUNK—6:05, 7:30, 9, 10:05, 11:05 a. m. 12:05 noon, 12:45, 1:30, 3, 4, 4:40, 5, 5:30, 6:25, 7:05, 8:05, 9:05, 10:20, 11:45 p. m.

Sunday—7:30, 8, 9, 10 a. m., 12:40 noon, 1:30, 2:10, 3, 4:45, 7:15, 9:30 p. m.

FROM MANAYUNK—6, 6:58, 7:34, 8:05, 8:22, 9:20, 10:45, 11:30 a. m., 1:28, 2:15, 3, 3:58, 5, 6:25, 6:45, 7:45, 8:30, 9:45, 10:30 p. m.

Sunday—7:30, 9, 9:30, 10:50 a.m., :30, 1:45, 3:10, 5:30, 6, 7:30, 10 p. m.

PLYMOUTH BRANCH.—Leave Philadelphia at 7:30, 11:05 a. m. and 5 p. m. Leave Oreland at 6:15, 10 a. m., and 3:30 p. m.

Sunday—Leave Philadelphia at 9 a. m. and 7:15 p. m.

Sunday—Leave Oreland at 6:30 a m. and 6:36 p. m.

The 7:40 a. m. train from Norristown does not stop at Magee's, Pott's Landing, Springfield or Schurrs' Lane.

The 8 a. m. train from Norristown stops at Conshohocken and Manayunk only.

The 5:30 and 7 a. m., and 4:30 and 6:15 p. m. down trains, and the 9 a. m. and 4, 5:30, and 6:25 p. m. up trains are the only trains that stop at Springfield.

Chester Valley Railroad—Leave Philadelphia at 4:40 p. m. Leave Downingtown at 6:40 a. m.

Phœnixville Train—Leaves Philadelphia at 9 a. m. and 1:30 p. m. Leaves Phœnixville at 12:25 and 5:20 p. m.

For points on Perkiomen Railroad leave Ninth and Green at 1:30 p. m. Returning, leave Schwenksville at 4:45 p. m., arriving at Ninth and Green at 6:50 p. m.

Passengers by 1:30 p. m. train connect at Phœnixville with train for Pottstown and Reading.

Passengers taking the 7, 7:35, and 11 a. m. and 5:30 and 6:30 p. m. trains from Ninth and Green streets will make close connection with trains for New York at Intersection.

The 9:30 a. m., 12:30, 5, and 7 p. m. trains from New York stop at Intersection. G. A. NICOLLS, General Superintendent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.—CHANGE OF HOURS.

On and after SUNDAY, June 4, 1871, trains will run as follows:—Leave Philadelphia from depot of P. W. & B. R. R., corner Broad street and Washington avenue:—

For Port Deposit at 7 A. M. and 4:30 P. M.

For Oxford at 7 A. M., 4:30 P. M., and 7 P. M. Wednesdays and Saturdays only at 4:30 P. M.

For Chadd's Ford and Chester Creek Railroad at 7 and 10 A. M., 4:30 and 7 P. M. Wednesdays and Saturdays only 2:30 P. M.

Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 10 A. M. and 4:30 P. M. connect at Chadd's Ford Junction with the Wilmington and Reading Railroad.

Trains for Philadelphia leave—

Port Deposit at 9:25 A. M. and 4:25 P. M., on arrival of trains from Baltimore.

Oxford at 6:35 and 10:35 A. M. and 5:30 P. M. Mondays at 5:15 A. M. only.

Chadd's Ford at 7:26 A. M., 11:38 A. M., 4:20 and 6:49 P. M. Mondays only at 6:32 A. M.

On Sundays train leaves Philadelphia at 8:30 A. M. for Oxford; returning, leaves Oxford for Philadelphia at 3:40 P. M.

Passengers are allowed to take wearing apparel only as baggage, and the company will not in any case be responsible for an amount exceeding one hundred dollars, unless special contract is made for the same. HENRY WOOD, General Superintendent.

WEST JERSEY RAILROADS.

Trains will leave Philadelphia as follows, from foot of MARKET Street (upper ferry):—

8:15 a. m., Passenger for Cape May, Bridgeton, Salem, Swedesboro', Vineland, Milville, and Way Stations.

11:45 a. m., Woodbury accommodation.

3:15 p. m., Passenger for Cape May, Milville, and Way Stations below Glassboro'.

3:30 p. m., Passenger for Bridgeton, Salem, Swedesboro', and Way Stations.

5:30 p. m. Accommodation for Woodbury, Glassboro', Clayton, Swedesboro', and intermediate Stations.

SUNDAY MAIL TRAIN for Cape May leaves Philadelphia 7:30 a. m.

Freight train leaves Camden daily at 12 m.

WM. J. SEWELL, Superintendent.

RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M., SUNDAY, JUNE 4, 1871.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT.

Bryn Mawr Accommodation	6:30 A. M.
Mail Train	8:00 A M.
Lock Haven and Elmira Express	9:40 A. M.
Paoli Accommodation, 10:10 A.M. & 1:10 and 7:30 P. M.	
Fast Line	12:40 P. M.
Erie Express	12:40 P. M.
Harrisburg Accommodation	2:30 P. M.
Lancaster Accommodation	4:10 P. M.
Parkesburg Train	5:30 P. M.
Cincinnati Express	7:30 P. M.
Erie Mail and Buffalo Express	7:30 P. M.
First Pacific Express	9:45 P. M.
Way Passenger Train	11:20 P. M.

Cincinnati Express, Pacific Express, and Erie Mail and Buffalo Express leave daily.

All other trains daily except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M. at No. 116 Market street.

Sunday Train No. 1 leaves Philadelphia at 8:40 A. M.; arrives at Paoli at 9:48 A. M. Sunday Train No. 2 leaves Philadelphia at 6:40 P. M.; arrives at Paoli at 7:30 P. M.

Sunday Train No. 1 leaves Paoli at 7:10 A. M.; arrives at Philadelphia at 8:2; A. M. Sunday Train No. 2 leaves Paoli at 5:00 P. M.; arrives at Philadelphia at 6:20.

TRAINS ARRIVE AT DEPOT.

Cincinnati Express	8:10 A. M.
Philadelphia Express	7:40 A. M.
Erie Mail	7:40 A. M.
Bryn Mawr Accommodation	8:40 A. M.
Paoli Accommodation, 8:30 A. M. & 3:50 & 6:40 P. M.	
Parkesburg Train	9:00 A. M.
Fast Line and Buffalo Express	11:15 A. M.
Lancaster Train	12:40 P. M.
Erie Express	6:00 P. M.
Lock Haven and Elmira Express	6:00 P. M.
Pacific Express	8:15 P. M.
Harrisburg Accommodation	9:45 P. M.

For further information apply to

JOHN F. VANLEER, Jr., Ticket Agent. No. 901 CHESNUT Street.

FRANCIS FUNK, Ticket Agent. No. 116 MARKET Street.

SAMUEL H. WALLACE, Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

A. J. CASSATT, General Superintendent, Altoona, Pa.

NORTH PENNSYLVANIA RAILROAD—THE short Middle Route to the Lehigh and Wyoming Valleys, Northern Pennsylvania, Southern and Interior New York, Buffalo, Auburn, Rochester, the great Lakes, and the Dominion of Canada.

SUMMER ARRANGEMENT, Takes effect May 15, 1871.

Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:—

7:00 a. m. (accommodation), for Fort Washington.

7:35 a m. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverly, Auburn, Elmira, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

8:25 a. m. (Accommodation) for Doylestown.

9:45 a. m. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Scranton, Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essex Railroads.

11 a. m. (Accommodation) for Fort Washington.

1:30 and 5:30 p. m. for Abington.

2 p. m. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazleton.

2:30 p. m. (Accommodation) for Doylestown.

At 3:20 p. m. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, and Scranton.

At 4 p. m. (Accommodation) for Bethlehem.

4:30 p. m. (Mail) for Doylestown.

5:15 p. m. for Bethlehem, Easton, Allentown, and Mauch Chunk.

6:30 p. m. (Accommodation) for Lansdale.

8:15 and 11:30 p. m. (Accommodation) for Fort Washington.

The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the Depot.

TRAINS ARRIVE IN PHILADELPHIA FROM

Bethlehem at 8:55 and 10:35 a. m.; 2:15, 5:20, 8:15, and 10:20 p. m.

Doylestown at 8:25 a. m., 4:45 and 6:45 p. m.

Lansdale at 7:30 a. m.

Fort Washington at 9:20 and 11:20 a. m., 3:05 and 10:00 p. m.

Abington at 2:45 and 7:00 p. m.

ON SUNDAYS,

Philadelphia for Bethlehem at 9:30 a. m.

Philadelphia for Doylestown at 2:00 p. m.

Philadelphia for Fort Washington at 9:00 a. m. and 6:45 p. m.

Doylestown for Philadelphia at 6:45 p. m.

Bethlehem for Philadelphia at 4:00 p. m.

Fort Washington for Philadelphia at 10:00 a. m. and 8:00 p. m.

Tickets sold and baggage checked through to all principal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street.

May 15, 1871. ELLIS CLARK, Agent.

WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY.

On and after MONDAY, April 24.

Trains will leave and arrive at the Depot, THIRTY-FIRST and CHESNUT Streets, as follows:—

FROM PHILADELPHIA

For West Chester at 7:25 and 10 A. M., 2:30, 7:10, and 11:30 P. M. Stops at all stations.

For West Chester at 4:45 P. M. This train stops at stations west of Media (Greenwood excepted).

For B. C. Junction, 6:30, 8:50 A. M., 12 M., and 4 and 5:30 P. M. Stops at all stations. The 5:30 P. M. will run to West Chester on Saturdays.

FOR PHILADELPHIA

From West Chester at 6:30 and 10 A. M., 2, 5, and 6:55 P. M. Stops at all stations.

From West Chester at 7:35 A. M. Stops at stations west of Media (Greenwood excepted).

From B. C. Junction at 5:25, 8:10 A. M., 12 M., 4 and 6 P. M. Stops at all stations.

A train will leave West Chester for Philadelphia at 5 A. M. every Monday.

ON SUNDAY

Leave Philadelphia at 9 A. M., 2:30, and 6:45 P. M.

Leave West Chester at 7 A. M., 4 and 5 P. M.

H. K. SMITH, Superintendent.

WEST CHESTER AND PHILADELPHIA RAILROAD.

EXTRA SUNDAY TRAINS.

On and after June 4, 1871, an Extra Passenger Train will leave West Chester at 4 P. M. for Philadelphia.

Returning, will leave Philadelphia at 6½ P. M. for West Chester. These trains stop at all stations.

May 29, 1871. H. K. SMITH, Superintendent.

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Boilers, Water Tanks, Propellers, etc. etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low Pressure Fine Tubular and Cylinder Boilers of the best Pennsylvania Charcoal Iron. Forgings of all size and kinds. Iron and Brass Castings of all descriptions. Roll Turning, Screw Cutting, and all other work connected with the above business.

Drawings and specifications for all work done the establishment free of charge, and work guaranteed.

The subscribers have ample wharf dock-room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc. etc., for raising heavy or light weights.

JACOB C. NEAFIE, JOHN P. LEVY, BEACH and PALMER Streets.

GIRARD TUBE WORKS AND IRON CO., PHILADELPHIA, PA.,

Manufacture Plain and Galvanized WROUGHT-IRON PIPE and Sundries for Gas and Steam Fitters, Plumbers Machinists, Railing Makers, Oil Refiners, etc. WORKS, TWENTY-THIRD AND FILBERT STREETS. OFFICE AND WAREHOUSE, No. 42 N. FIFTH STREET.

CITY ORDINANCES.

COMMON COUNCIL OF PHILADELPHIA. CLERK'S OFFICE, PHILADELPHIA, June 2, 1871.

In accordance with a resolution adopted by the Common Council of the City of Philadelphia on Thursday, the first day of June, 1871, the annexed bill, entitled "An ordinance to authorize a loan for the construction of culverts and for police purposes," is hereby published for public information.

JOHN ECKSTEIN, Clerk of Common Council.

AN ORDINANCE

TO AUTHORIZE A LOAN FOR THE CONSTRUCTION OF CULVERTS AND FOR POLICE PURPOSES.

Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That the Mayor of Philadelphia be and he is hereby authorized to borrow at not less than par, on the credit of the city, from time to time, four hundred and twenty-five thousand dollars, to be applied as follows, viz:—First. For the construction of culverts, one h

CITY INTELLIGENCE.

THE UNTERRIFIED.

The Ward and Legislative Conventions.

We were going to say that General Jackson was voted for last night by the Democracy, but recollecting that this is Philadelphia and not Bucks county, we have concluded, with a stretch of charity almost marvellous, that a little intelligence is left to our citizens of Democratic faith. They assembled at the different precinct houses last night for the purpose of electing judges, inspectors, and also representatives to ward and delegate nominating conventions. Of course rows took place. That was to be expected. In the Sixteenth ward several knock-down and drag-out affairs occurred, and at Fourth and Wood streets, Fourth and Coates, and a half dozen other places, they banged each other in true, unadulterated Democratic style.

Below we present the result of the legislative and ward nominations which took place to-day:

THE WARD NOMINATIONS.

First Ward—Common Council, James Ballinger; Alderman, James Gordon; Assessor, James P. Morrison; School Directors, George R. Maguire, Wm. W. Kerr, Charles H. Ross.

Second Ward—Assessor, John F. Ferry; School Directors, Lemuel P. Mountain, James Muldoon, A. J. Kelly, Thomas Mellon, unexpired term.

Third Ward—Select Council, John C. McCall (unanimous); Alderman, Richard McCloskey; Assessor, William G. Glenn; School Directors, Washington J. Jackson, David J. Roach, William Floyd, Dr. Zimmerman, John J. Franklin.

Fourth Ward—Assessor, John J. Quigg; School Directors, William H. West, William Woods, Abram Marcus, John J. Meaney.

Fifth Ward—Select Council, John Cochran; Common Council, Philip Fitzpatrick; Alderman, W. W. Dougherty; Assessor, George Concannon; Constable, John McCormick; School Directors, James Keeley, John Walsh, John Hagan.

Sixth Ward—Assessor, John Carlin; School Directors, Philip Mitton, Timothy Sloan, John Daly, and for short term, John W. Emmett.

Seventh Ward—Assessor, James Moss; Alderman, Terrence McCuster; School Director, Willis Foster; Constable, Michael Bogan.

Eighth Ward — Common Council, Philip Dougherty was renominated, withdrew, and James West was chosen; Assessor, Harry Monaghan; School Directors, Dr. C. Jones, Dr. W. J. A. Birkay, John B. Guest, Charles E. Meyers, Dr. Leiper.

Ninth Ward—Common Council, William C. Campbell; School Directors, James Shaughney, Jr., Christopher Cusick, Thomas Darragh, and Richard Ludlow, Esq.

Tenth Ward—Alderman, John Mooney; Assessor, George Coburn.

Eleventh Ward—Common Council, Thomas H. Gill; School Directors, Charles S. Austin, Wilson Kerr, and Eli Goldsmith; Assessor, William McDevitt; Constables, George Dailey and James Murray.

Twelfth Ward—Alderman, Peter Hay; Assessor, William J. Byrnes (by acclamation); School Directors, Rev. Henry P. Hay, D. D., Thomas James, Albert Grubb, and for short term Augustin Hewitt.

Thirteenth Ward—School Directors, John Trebby, John C. Yeager, Daniel L. Walt; Common Council, Wilson Shaffer; Alderman, Albert Lawrence; Assessor, John I. Foster.

Fourteenth Ward—Common Council, James H. Carman; School Directors, William Wagner, J. Dowler, Thomas B. Hahn, and P. Armbruster; Alderman, John Flink; Assessor, James McGuigan.

Fifteenth Ward—School Director, John A. Smith; Common Council, C. C. Hafliger and T. Sugda; Constable, James McNulty; Assessor for Eastern Division, Archie McCann. The Western Division Convention for Assessor broke up in a row.

Sixteenth Ward — Common Council, Lewis Griffith; School Directors, John W. Lee, William L. Swope, and David S. Siner; Alderman, Joseph Dillon; Assessor, John Robbins.

Seventeenth Ward.— Common Council —W. H. Ehret; Assessor, Dennis Mahonen; Alderman, John Devlin; School Directors, Michael Quinn, James Hughes. James Nichols.

Eighteenth Ward—Select Council, Godfrey Metzger; Common Council, Henry C. Hess; School Directors, Dr. Henry Wadsworth, Hugh Worrel, Samuel Pennington; Constable, George Erwin; Alderman, Henry Vaughan; Assessor, John Huplet.

Nineteenth Ward—Common Council, Anthony C. Hookey; School Directors, W. C. Halpin, P. F. Kelley, G. Wilkinson; Assessors, Joseph P. McSorley, John Gormley; Aldermen, Stewart Fields, T. H. Mensing, Joseph Gibson.

Twentieth Ward—Alderman, W. J. Beine; Select Council, Charles H. Lex; Common Council, —— Baeder; School Directors, Dr. Schoales, James H. Carman; William F. Shadwick, and William F. Scheible; Assessor, Robert Howell.

Twenty-first Ward—Alderman, John B. Gibson; Assessor, William Connell.

Twenty-second Ward—Assessor, Major George Jones.

Twenty-third Ward—Assessor, Edward B. Neill.

Twenty-fourth Ward—Select Council, Isaac Van Horn; Common Council, John J. Taylor.

Twenty-fifth Ward—Common Council, William Baird; Assessor, Charles Hettrick; Alderman, William Boucker.

Twenty-sixth Ward—School Directors, Edward Corrie, James Crawford, Charles M. Smith; Common Council, Michael Cunningham; Assessor, Hugh Forsythe.

Twenty-seventh Ward—Select Council, Albert Bonaffon; Assessor, Philip Donohue; Alderman, Sergeant Douglass.

Twenty-ninth Ward—Aldermen, Jacob Glassmire and Samuel Ogden; School Directors, Jas. Sharswood, James Atwell, and William Meeser; Select Council, Christopher Binder; Common Council, Richard Lloyd; Assessor, Patrick Jones.

Legislature.

Second Senatorial—John O. James.
Fourth Senatorial—J. W. Hoffmann.

REPRESENTATIVES.

First District—Robert M. Christy.
Second District—George McGovern.
Third District—Samuel Josephs.
Fourth District—Dr. Bissell.
Fifth District—Charles H. Dougherty.
Sixth District—Henry B. Coxe.
Seventh District—George W. Taylor.
Eighth District—Wm. H. Souder, Lieutenant of Police.
Ninth District—Miles Murphy.
Tenth District—Samuel Dealy.
Eleventh District—John Laurence.
Twelfth District—No nomination.
Thirteenth District—Adjourned until 4 o'clock.
Fourteenth District—Postponed till August 1.
Sixteenth District—Charles H. Gibson.
Seventeenth District—George Magee.
Eighteenth District—No nomination.

SURVEYOR'S NOMINATION.

First District—Thomas Daly.

INCIDENTS.

Twelfth Legislative District — No nomination. The convention did not effect a permanent organization. The proper credentials were stolen and fraudulent substituted. At 12 o'clock the convention broke up. The candidates were Messrs. Captain Robert McBride, A. D. Boileau, and John E. Faunce.

The disaffected candidates of the Sixteenth ward will hold a convention at the Ward House to-morrow evening. They protest that the nominations made to-day were made by bogus delegates, and that the regular delegates were excluded.

PHILADELPHIA SCHOOL OF DESIGN FOR WOMEN.—The following-named gentlemen were to-day elected directors of this institution:—W. J. Horstmann, James H. Orne, T. T. Morris, James L. Claghorn, David S. Brown, Redwood F. Warner, George Whitney, E. M. Clark, John Sartain, Henry C. Gibson, Thomas Dolan, Chas. P. Turner, M. D.

A TASTE OF COLD IRON.—One Matthew Garrigan beat a co-laborer at the North Pennsylvania Freight Depot, Front and Noble streets, yesterday, with an iron bar, and has been committed by Alderman Cahill in default of $1000 bail.

THE CAPE MAY REGATTA.—The Fourth of July will be celebrated at Cape May by a grand regatta, which promises to be one of the finest affairs of the kind that has taken place for a number of years. The regatta will undoubtedly attract an immense crowd to the Cape, and the occasion will doubtless be exceedingly enjoyable. In order to accommodate those who wish to witness the regatta, the new and elegant steamer Sue will make an excursion trip on Monday, leaving Arch street wharf at 10 A. M., and leaving Cape May on Wednesday morning at 7:45 A. M. On the Fourth the Sue will accompany the yacht squadron, having been engaged by the committee for that purpose.

The prizes for the regatta have been made by Messrs. Bailey & Co., of this city, and are as follows:—

The first prize is of solid sterling silver, richly gilt inside, thirty inches long by sixteen inches high. It represents a pleasure barge of the ancient Greeks, the prow is ornamented with a ram's head in full relief (this emblem was frequently used by the mariners of those days), on the high carved stern is perched a beautifully-modelled paroquet, an emblem also common in those days, as the representative of wealth, luxury, and maritime adventure. The whole barge rests upon a plateau, representing a lake bordered by the lotus. The plateau rests upon six sphinxes, modelled from one found in the ruins of Pompeii. The actual cash value is $1,000.

The second prize is of solid sterling silver, richly gilt inside. It is thirty inches long by sixteen inches wide. Its actual cash value is $1000. It represents an ancient Greek barge, resting upon a massive silver pedestal, of a model similar to the first prize; on the bow is seated a full-length figure keeping a bright lookout ahead, while on the stern is a similar one holding a torch in one hand and a trumpet in the other—this barge being the guide and leader of a large fleet.

INLAND TRANSPORTATION.—At a meeting of the Commercial Exchange held this day, the Committee on Inland Transportation, through their chairman, Mr. George L. Buzby, reported for the consideration of that body the following preamble and resolutions, which were unanimously adopted:—

Whereas, The Pennsylvania Railroad owes its existence to capital contributed by Philadelphia in her corporate capacity, and by her private citizens; and

Whereas, The design of the road was the development of the commercial interests of Philadelphia; and

Whereas, Our business men have largely provided the means for building first-class steamships to co-operate with the road in increasing the trade between this and European ports; and

Whereas, They have organized warehousing companies on a large scale for the promotion of the same purpose; and

Whereas, The lease to the Pennsylvania Railroad Company of the New Jersey Roads, coupled with a vast expenditure for the improvement of Harsimus Cove, as a depot for shipping, will endanger and retard the success of our efforts to enlarge our outward commerce; and

Whereas, The moneys proposed to be expended at Harsimus Cove, if applied to facilitating access to our river front by delivery on our docks of freight drawn by locomotives over tracks to be laid outside and to the south of the populated portions of our city, would furnish all the accommodation for shipping now sought to be obtained at a point one hundred miles distant; and

Whereas, We cannot reasonably be expected to witness with indifference projects for hurrying produce and other freight through our city, to enrich others at our own expense: therefore

Resolved, That we regard the proposed lease of the New Jersey roads and the expenditure at Harsimus Cove as at variance with the purpose for which the Pennsylvania Railroad was built and inconsistent with the welfare of the steamship enterprise in which she is a partner with our citizens.

Resolved, That we commend the employment of all honorable means for the defeat of a project which can do us no good, but threatens us with much injury.

Short addresses were made by Geo. L. Buzby, Esq., S. J. Comly, E. Harper Jeffries, Wm. McAleer, H. Kennedy, and H. H. Mears.

THE BUILDING COMMISSION.

The Adjourned Meeting of the Commissioners To-day.

An adjourned meeting of the Public Buildings Commission was held at 12:30 o'clock to day. The following members were present:—Messrs. Cattell, Huhn, Gray, Perkins, Phillips, and Wetherill.

The special committee to whom at the last meeting the two resolutions were referred, one concerning the repeal by the commission of its action fixing the intersection of Broad and Market streets as the site of the buildings, and the other calling for plans and estimates for buildings to be erected on the separate Penn Squares, made the following report:

That the resolutions submitted to the committee are so inconsistent with each other that both could not, under any circumstances, be adopted; the one declaring the abstract opinions of the commission that the work should not be proceeded with, the other that plans should be prepared for the immediate erection of the building on the Penn Squares.

Upon a full examination of the resolutions and their contents the committee cannot recommend the adoption of either, and offer the following:

Resolved, That the committee be discharged from the further consideration of the subject.

The committee was discharged.

On motion of Mr. Perkins the next stated meeting was fixed for Wednesday, the 6th of July, at 12½ o'clock, instead of Tuesday, the 4th, the regular time.

The commission then adjourned without taking any action on the report of the special committee.

THE COAL TONNAGE of the Philadelphia and Reading Railroad and branches for the week ending last Saturday was as follows:—

	Total for Week.	Same week last year	Increase and Decrease.
Passing over Main Line and Leb. Val. Branch..	118,948 10	37,967 01	80,991 09
For shipment by Canal..	34,787 06	3,109 14	31,677 12
Shipped Westward via N. Central Railroad.....	4,875 10	3,542 16	1,332 14
Shipped West or South from Pine Grove.....	1,713 10	129 16	1,583 10
Consumed on Laterals..	2,095 08	2,033 13	62 15
Lehigh & Wyoming Coal.	339 03	3,585 04	d. 3,246 01
Total Anthracite paying freight.....	162,759 07	50,357 02	112,402 05
Bituminous.....	12,635 03	11,249 13	1,275 10
Total all kinds paying freight.....	175,284 10	61,606 15	113,677 15
Coal for Company's use..	3,559 13	1,824 13	1,726 00
Total tonnage for week.	178,835 03	63,431 08	115,403 15
Previously this year.....	2,121,486 16	1,650,898 01	470,588 15
Total to date.....	2,300,321 19	1,714,329 09	585,992 10

SHIPPED BY CANAL.

From Schuylkill Haven..	33,772 10	2,787 00	30,985 10
From Port Clinton.....	2,540 00	.....	2,540 00
Total tonnage for week.	36,412 10	2,787 00	33,625 10
Previously this year.....	253,426 00	75,059 15	177,366 05
Total to date.....	288,838 10	77,846 15	210,991 15

TOO HEAVY.—A steward of a vessel lying at Pine street wharf yesterday hired one John Saunders, a negro, to carry a trunk containing $200 worth of goods to Poplar street. He prepaid the carrier fifty cents. He never saw the trunk again. Saunders was arrested, and professed entire innocence of the theft, saying that when he had taken the trunk half way, he became tired and gave it to another negro to take to Poplar street, since which time he had not seen it. This afternoon he will have a hearing at the Central Station.

THE PROPENSITY PUGILISTIC.—Dennis Barr, living at Ninth and Carpenter streets, beat his sister-in-law so badly as to place the impossibility of a recognition beyond peradventure. Officer Malone attempted to arrest him, whereupon Barr turned upon the Knight of the Locust and rather laid him out. He was finally arrested and committed by Alderman Bonsall.

A MAD BULL.—This morning a mad bull gored Mrs. Kemphle, of No. 1714 Sansom street, at Eighteenth and Rittenhouse streets. She was taken home, and the infuriated animal was shot. Before attacking Mrs. Kemphle the bull gored Mrs. Mucklon, while standing in front of her house, No. 1122 South Fifteenth street.

FATAL RESULT.—This morning, John Kelley, who was stabbed with a cheese-knife by James Green, in a store in Middle alley, near Seventh street, died of his injuries at the Pennsylvania Hospital.

ESCAPED.—An insane man named McCusker escaped from a house No. 2437 Overn street, West Philadelphia, yesterday, and has not since been seen.

FINANCE AND COMMERCE.

EVENING TELEGRAPH OFFICE, Tuesday, June 27, 1871.

As we anticipated, the banks in their usual weekly report, last night, record a further falling off in the supply of available funds. Deposits have decreased during the week $433,015, and the legal tenders $209,914, but the loans have been expanded $83,263. The week has been a fairly active one as reflected in the clearings, which are larger, by over $3,500,000 than the previous week. The balances have also increased $231,309. The demand for money today is light, but the falling off in the supply of funds tends to strengthen the rates both on call and time contracts. We notice no material change, however, in this respect.

Gold is dull but strong, the range in New York being 112⅝@112¾, closing at ⅝.

Government bonds are steady at yesterday's advance, but there is not much doing in this market.

Stocks were moderately active but rather weak. Sales of State 6s, third series, at 109¼; City 6s at 99¾, for the new certificates, and Lehigh Gold Loan at 90.

Reading Railroad was steady, with sales at 58¼@58⅝; Pennsylvania at 60½@60¾; Minehill at 54¼, and Philadelphia and Erie at 28⅝ b. o.

In Canal shares the only activity was in Schuylkill, with sales at 9 for the common and at 18¼ for the preferred stock.

PHILADELPHIA STOCK EXCHANGE SALES.

Reported by De Haven & Bro., No. 40 S. Third street.

FIRST BOARD.

$200 City 6s, New..		30 sh Read R...ls.	58¼
d bill....	99¾	200 do ...ls.b30.	58 31
$300 do...c&p.	99¾	100 do.....	58¼
$1600 C & A 6s 89...	88½	5 do.....	58¾
$5000 Steub & Ind 6s		300 do..ls.b30.	58 31
Monday....	73	100 do..b5&ln.	58¾
$3000 Pa R con mt.		25 do.....	58¾
lots reg....	95¾	190 sh Penna R.ls.	60¼
$500 Leh Gold L...	90	57 do.....ls.	60¼
$1600 Pa 6s, 3 se....	109¼	26 do.....b5.	60¼
18 sh Leh V R ls.	41¼	2 do.....	60¼
100 sh Ph & R R.b60	48½	100 do.....	60¼
100 sh Sch Nav Pf..	18¾	21 do.....ls.	60¼
200 sh Sch Nv. .ls.	9	14 do .rec ls.	60
5 sh 5th& 6th St...	46	15 sh Minehill R...	54¼
25 sh Hestonville..	20½		

SECOND BOARD.

$3000 Pa 6s 2 se....106¼		200 sh Read R &1.53	1-16
$300 do.....106¼		100 do.....b30.	58¼
$300 City 6s, New.		100 do...s10.58	1-16
c&p..	99¾	600 sh Penna.s60wn	60
$300 do....c&p.	99¾	20 do.receipts	59¾
$1000 do....c&p.	99¾	700 do.....b60.	60¼
$10000 do....opg.100		100 do.....	60¼
100 sh H & B T pf.	12½	200 do.....	60¼
100 sh Read R..b30.	58¼	500 do.....b60.	60¼

MESSRS. WILLIAM PAINTER & Co., No. 36 S. Third street, report the following quotations:—U. S. 6s of 1881, 117¾@117¾; 5-20s of 1862, 112¾@113¾; do. 1864, 112¾@112¾; do. 1865, 112¾@112¾; do., July, 1865, 114¾@115; do., July, 1867, 115@115⅛; do. July, 1868, 115¾@115¾; 10-40s, 110¾@110¾. U. S. Pacific R. R. Currency 6s, 115@115⅝. Gold, 112¾@112⅞. Market steady.

NARR & LADNER, Brokers, report this morning gold quotations as follows:—

10:00 A. M.....	112⅝	11:40 A. M.....	112⅝
10:07 "	112¾		

LATEST SHIPPING INTELLIGENCE.

PORT OF PHILADELPHIA.....JUNE 27

STATE OF THERMOMETER AT THE EVENING TELEGRAPH OFFICE.

8 A. M.....72 | 11 A. M.....81 | 2 P. M.....86

SUN RISES..... 4:33 | MOON SETS..... 0:56
SUN SETS..... 7:32 | HIGH WATER..... 9:5

(By Cable.)

LONDON, June 27. — Steamship Abyssinia, from New York, touched at Queenstown last evening.

Steamship Caspian, from Baltimore, arrived at Liverpool last evening.

BREST, June 27.—Steamship Ville De Paris, from New York June 17, arrived early this morning.

(By Telegraph.)

NEW YORK, June 27. — Arrived, French steam frigate Magicienne, from Port-au-Prince, and U. S. steamship Kansas, from Washington for Portsmouth, N. H.

CLEARED THIS MORNING.

Steamer Ann Eliza, Richards, New York, W. P. Clyde & Co.
Steamer Tacony, Nichols, New York, W. M. Baird & Co.
Brig Cuba, Shane, Gibraltar for orders, Workman & Co.
Schr O. H. Tolley, Goslee, Bay River, N. C., Haslam, Wickersham & Co.
Schr Annie May, Baker, Salem, Sinnickson & Co.
Schr S. J. Gilmore, McDonald, Ipswich, do.
Schr Fred. Gray, Lakeman, do, do.
Schr Hazleton, Cummings, Taunton, do.
Schr J. S. Weldon, Crowell, Providence, do.
Schr J. H. Perry, Kelly, do. do.
Schr Ann Elizabeth, Kelly, Harurchport, do.
Barge Mary and Emma, Forsyth, New York, do.
Tug Joe Johnson, Ingraham, Baltimore, with a tow of barges, W. P. Clyde & Co.
Tug Chesapeake, Merrihew, Baltimore, with a tow of barges, W. P. Clyde & Co.

ARRIVED THIS MORNING.

Steamship Whirlwind, Sherman, 36 hours from Providence, with mdse. to D. S. Stetson & Co.
Steamer Beverly, Pierce, 24 hours from New York, with mdse. to W. P. Clyde & Co.
Bark John Geddie, Liswell, from Androssan, with iron to Peter Wright & Sons.
Bark Margaret Evans, Smiley, 41 days from Antwerp, with mdse. to order.
Brig Matilda, Coombs, 10 days from Bangor, with lumber, etc., to Maule & Bro.—vessel to Haslam, Wickersham & Co.
Br. brig Leona, Tingley, from Havana, with sugar to John Mason & Co.—vessel to Souder & Adams.
Schr Lucy D. Parker, from Wood's Hole, Mass. While lying at the Breakwater, on Saturday, was struck by lightning, and had mainmast shattered.
Schr Ida L., Bearse, from New York, with salt to Wm. Bumm & Son.
Schr Palladium, Rider, from Harwich, with fish to Crowell & Nicholson.
Schr Lena, Wills, from Washington, N. C., with shingles to Malone & Son.
Schr Thomas R. Williams, Jones, from Norfolk, with lumber and iron.
Schr H. A. Tuber, Bowman, from New Bedford, with mdse. to Reading RR. Co.
Schr John Post, Allman, from Paumunkey, with wood to —— Jones.
Schr Jesse Wilson, Connelly, from Jacksonville, with lumber to Pennsylvania RR. Co.
Schr Louisa A. Johnson, Mahiman, 11 days from Windsor, with plaster to Crandell & Bartaux—vessel to Souder & Adams.
Schr John Lank, Branford, 5 days from Choptank River, Md., with railroad ties to Collins & Co.
Schr Hannibal, Fox, from Stonington.
Schr Annie V. Burgen, Thompson, from Salem.
Schr Emily and Jenny, Hewett, from Boston.
Schr Mary G. Collins, Endicott, do.
Schr Charles E. Smith, Hanson, do.
Schr L. Q. C. Wishart, Mason, do.
Schr Dick Wilson, Corson, do.
Schr Estella Day, Carey, do.
Schr Restless, Baxter, do.
Tug Thos. Jefferson, Allen, from Baltimore, with a tow of barges to W. P. Clyde & Co.
Tug Fairy Queen, Wilson, from Baltimore, with a tow of barges to W. P. Clyde & Co.
Brig Peri, Perkins, arrived yesterday from Sagua, is consigned (vessel) to Souder & Adams.
Schr Frank Walter, arrived yesterday from Jacksonville, is consigned (vessel) to Haslam, Wickersham & Co.

Correspondence of The Evening Telegraph.

EASTON & MCMAHON'S BULLETIN.

NEW YORK OFFICE, June 26.—The following barges left in tow Saturday night and to-day for Baltimore, light:—

Otranto, Elda Wills, D. R. Williams, F. W. Tripp, Major O'Reilly, G. C. Satterlee, F. C. King, Annie Harmon, and Idazomia.

Cascadilla, with lumber, for Philadelphia.

BALTIMORE BRANCH OFFICE, June 26.—The following barges leave in tow to-night, eastward:—

Kate Moyer, A. K. Conrad, John Tracey, J. D. Spencer, Dan Robinson, B. B. Clapp, C. B. Walrath, P. D. Clinton, W. J. Forward, and John Durston, all with coal, for New York.

PHILADELPHIA BRANCH OFFICE, June 27. — The Jacob R. Warts, with coal, for New York, left last evening.

L. S. C.

Special Despatch to The Evening Telegraph.

HAVRE-DE-GRACE, June 27. — The following boats leave in tow to-day:—

W. N. Carter, with lumber to Patterson & Lippincott.
Harry, with wheat and flour to T. Barnes.
H. C. Trump, with lumber to D. Trump, Son & Co.
Flora, with lumber, for Jersey City.
P. J. Tinsman, with lumber, for Camden. J. H.

☞ NOTICE.—A SPECIAL MEETING OF the Twenty-ninth Ward Union Republican Executive Committee will be held on THIS (Tuesday) EVENING, 27th inst., at 8 o'clock.

By order of the President.

It* A Attest, GEORGE T. DEISS, Secretary.

FINE STATIONERY
AND
Card Engraving.
DREKA,
No. 1033 CHESNUT STREET,
9 13 tuthss6p

MÆNNERCHOR GARDEN, N. E. CORNER COATES and FRANKLIN Streets.
CARL SENTZ'S GRAND INSTRUMENTAL CONCERTS,
EVERY EVENING, from June 30 to September 8.
Season Tickets, admitting one gent and lady.. $5 00
Packages of four tickets..... 1 00
Are now ready at Messrs. North & Co.'s, Chestnut street, below Eleventh; Andre & Co.'s, No. 1104 Chestnut street; Louis Meyer's, No. 1413 Chesnut street; Fred. Weihenmayer's, No. 707 Coates street.
H. TORCHIANA,
6 27 tuwth8t Business Agent.

THIRD EDITION

NEW ENGLAND INCENDIARISM.

New Hampshire Politics.

Disfranchising a Town.

Specie Shipments To-day.

United States Steamer Tallapoosa.

Etc., Etc., Etc., Etc., Etc., Etc.

FROM WASHINGTON.

[BY ASSOCIATED PRESS.]

Exclusively to The Evening Telegraph.

Movements of the President.

WASHINGTON, June 27.—A telegram received at the Executive Mansion to-day from Long Branch says that President Grant will return to Washington to-morrow and remain here two days.

Ovation to Senator Kellogg.

A private telegram was received here this morning from New Orleans, saying that a magnificent ovation was given to Senator Kellogg last night. Speeches were made, and a strong resolution

Endorsing President Grant's

administration was received with tumultous applause. It was the largest meeting ever held in Louisiana.

Affairs in the South.

A memorial was received here to-day, dated Dublin, Fayette county, Alabama, addressed to President Grant, and representing the signatures of sixty-three persons, saying that the condition of affairs is such in Fayette county as to render the lives of loyal citizens wholly insecure. Armed bands, styling themselves Ku-klux, are committing crimes and outrages upon peaceable and law-abiding persons; murders by these ruffians, who have long disgraced this county, are of common occurrence.

The civil authorities have been overawed, and are utterly powerless to execute the laws. The petitioners assert that unless the crimes which have been committed by these ruffians can be terminated, and the organization itself entirely broken up, civil liberty and personal safety will be at an end in Fayette county, and life and property, and everything else, will soon be at the mercy of an organized mob. For such reasons they most humbly and imploringly appeal for that protection which the Constitution and laws guarantee to every citizen of the United States.

Army Orders.

At his own request, Colonel George Stoneman, 21st Infantry, has been ordered to report to Major-General Schofield, President of the Retiring Board at San Francisco; Captain George B. Hoge, 12th Infantry, has also been directed to appear before the Board for examination; Major Nicholas Bowen, Engineer Corps, has been ordered to report to Lieutenant-Colonel Thom for duty at Boston; Brigadier-General Dyer, Chief of Ordnance, has been authorized to visit the arsenals at Benicia, Vancouver, Leavenworth, and Rock Island, on public business.

FROM NEW ENGLAND.

[BY ASSOCIATED PRESS.]

Exclusively to The Evening Telegraph.

The Tallapoosa.

PORTSMOUTH, N. H., June 27.—Commodore Pennocd, of the Portsmouth Navy Yard, gave a complimentary levee last evening, to the officers and passengers of the United States steamer Tallapoosa, including Senator Morrill, of Maine. The Tallapoosa sailed for Boston at midnight.

Disfranchising Portsmouth.

Much indignation is expressed by Republicans at the proposition to disfranchise Portsmouth in the Legislature by sending home the representatives of the First and Second wards, on pretense of lack of votes.

Fire in New Hampshire.

DOVER, N. H., June 27.—The shoe box manufactory and saw-mill of Libbey, Varney & Co., in Wolfborough, was burned yesterday. Loss $15,000 to $20,000, insured. Two men named Elliott and Goodwin were arrested on suspicion of setting fire to the property.

FROM NEW JERSEY.

[BY ASSOCIATED PRESS.]

Exclusively to the Evening Telegraph.

Obituary.

NEW BRUNSWICK, N. J., June 27.—Hon. Amos Robins, late State Senator from Middlesex county, and a prominent Democratic politician, died this morning.

FROM NEW YORK.

[BY ASSOCIATED PRESS.]

Exclusively to The Evening Telegraph.

Specie Shipments.

NEW YORK, June 27.—The shipments of specie to Europe to-day $925,000.

New York Produce Market.

NEW YORK, June 27.—Cotton dull; middling uplands, 19¾c.; middling Orleans, 20¼c. Flour dull and market favors buyers; State at $5 50@6 70; Ohio at $6@6 75; Western at $5 50@7 10; Southern at $6 50@9. Wheat dull; spring, $1 48 afloat; winter red and amber Western, $1 55@1 58. Corn dull and lower; inferior and common mixed Western, 70@71c.; good to choice do., 71@71½c. Oats dull; Western at 65@69c. Beef unchanged. Pork quiet and steady; new Mess, $15. Whisky nominally 92½c.

New York Money and Stock Market.

NEW YORK, June 27.—Stocks steady. Money easy at 3 per cent. Gold, 112⅝. 5-20s, 1862, coupons, 112¾; do. 1864, cp., 112⅝; do. 1865, cp., 112⅝; do. 1865, new, 114¾; do. 1867, 115; do. 1868, 115¼; 10-40s, 110⅝; Virginia 6s, new, 71⅛; Missouri 6s, 96⅛; Canton Co., 79⅛; Cumberland preferred, 45; N. Y. Central and Hudson River, 97; Erie, 28; Reading, 116⅜; Adams Express, 80¾; Michigan Central, 120, ex. div.; Michigan Southern, 108⅝; Illinois Central, 136; Cleveland and Pittsburg, 116⅜; Chicago and Rock Island, 111⅜; Pittsburg and Fort Wayne, 98⅛. Western Union Telegraph, 59¼.

SATANTA.

General Sherman's Account of the Outrage Perpetrated by Him, and of His Arrest.

General Sherman's letter to the commanding officer at Fort Richardson, near Jackson, Texas, giving an account of the arrest of Satanta and other Indians, is published in the San Antonio *Express*, and is as follows:—

FORT SILL, INDIAN TERRITORY, Sunday, May 28, 1871.—Commanding Officer Fort Richardson, Texas—Sir:—Yesterday, after the departure of the party which escorted me here, quite a number of the Reservation Indians came in for their accustomed rations. Among them were some of the most noted of the Kiowa chiefs—Satanta, Satank, Kicking Bird, Lone Wolf, etc.—and, strange to say, Satanta spoke right out and confessed to the agent, Mr. Tatum, that he had led the party which had captured Mr. Warren's train near Belknap, and which killed the seven men.

The agent and interpreter, Mr. Jones, brought Satanta up to General Grierson's house in the fort, where I am staying, and told us of the matter, when Satanta again openly admitted the whole affair, and described the attack exactly as the men did to me at Fort Richmond, only denying that anybody was tied to the wagon-wheel and burnt; but as General McKenzie found the body, it does not admit of dispute.

Mr. Tatum, the agent, being not only willing but anxious, I resolved to arrest Santana on the spot, and all others who were concerned in that particular act of murder and highway robbery on the road to Texas, and to surrender them for trial to the civil authorities.

We now hold Satanta, Satank, and Big Tree, three as influential and bad Indians as ever infested any land, and if General McKenzie comes here, General Grierson will turn these Indians over to him, to be taken back to Fort Richardson and to be held safely in the custody of the military authorities till the can be tried and disposed of by the rightful civil tribunal. If General McKenzie did not find the trail, and if he returns to Fort Richardson without coming here, I wish him to send here two companies, one of cavalry and one of infantry. They must not be mobbed or lynched, but tried regularly for murder and as many other crimes as the attorney can prove; but the military authorities should see that these prisoners never escape alive, for they are the very impersonation of murder, robbery, arson, and all the capital crimes of the statute book. In the confusion of the arrest one Indian was killed, and Satanta admitted that the men of the train had killed three of his party, wounded three others, and also that he lost another man on his way back; so with his party we are more than even. I have also required the Kiowas to bring in forty-one good mules, to replace those taken by Satanta, but it is doubtful if they can respond to the demand, and as soon as the arrest was made yesterday, the Indians at the Agency flussed like a flock of quails, and at this moment all are gone save the three prisoners, who are in safe custody. Yours truly,

W. T. SHERMAN, General.

FOURTH EDITION

WESTERN CRIMES AND ACCIDENTS

Awful Drowning Casualty.

The Scott Centennial.

MATTERS AT WASHINGTON.

The Boutwell-Pleasanton Trouble.

Etc., Etc., Etc., Etc., Etc., Etc.

FROM THE WEST.

[BY ASSOCIATED PRESS.]

Exclusively to The Evening Telegraph.

Death of a Daughter of Bishop Whitehouse.

CHICAGO, June 27.—Miss Harriet Whitehouse, youngest daughter of Bishop Whitehouse, died suddenly last evening.

Terrible Drowning Casualty.

At Mount Morris, Wis., on Friday last, two young ladies named Carrie Olson, aged fifteen, and Susan Caul, aged fourteen, while bathing, were drowned. George Tracy, who attempted to rescue the girls, was also drowned.

Severe Accident.

Dr. Bullis, Republican nominee for Lieutenant-Governor of Iowa, was thrown out of a sulky at Dacotah yesterday, and sustained injuries supposed to be fatal.

The Scott Centennial.

The committee in charge of the celebration of the centennial anniversary of the birth of Sir Walter Scott have invited George William Curtis to be orator and James Russell Lowell poet for the occasion.

Deadly Assault.

ST. LOUIS, June 27.—J. T. Roberts, who earned some notoriety here and elsewhere as a noisy labor reformer, and who was arrested here last April as a vagrant, made a murderous assault on Policeman Walsh last night with a carving-knife, inflicting several ugly wounds on the officer's head. Roberts was arrested.

Commissioners of Mines.

CINCINNATI, June 27.—Governor Hayes has appointed Charles E. Emlin, of Cincinnati; Andrew Ray, of Trumbull county; and Benjamin M. Skinner, of Pomeroy, Commissioners of Mines, under the recent act of the Ohio Legislature. They will organize on the 6th of July.

The troubles of President Pight, of the Newark

Ohio Rolling Mill Company,

were settled yesterday, Pight having satisfied the employes and officers that the funds received have been properly disposed of.

FROM NEW YORK.

[BY ASSOCIATED PRESS.]

Exclusively to The Evening Telegraph.

Trouble in a Catholic Church.

HUDSON, June 27.—Long growing disaffection between a Catholic priest in this city and his congregation culminated on Sunday morning by about two hundred of the latter forming around the church entrance and denying the priest admittance, when he appeared at morning mass. After some altercation the priest retired without holding service. This morning he appeared at the police court for warrants for arrest, but as yet no persons competent have been found to endorse the warrants. It looks as if the trouble would become serious.

Brooklyn Club Regatta.

NEW YORK, June 27.—The Brooklyn Yacht Club regatta is proceeding to-day,—wind very light. The yachts started at 11:45. The Alice led the schooners, followed by the Madeleine. The Kaiser Wilhelm led the sloops, followed by the Alert. The Bella led the open boats.

FROM WASHINGTON.

Special Despatch to The Evening Telegraph.

The President's Return — The Cabinet Meeting.

WASHINGTON, June 27.—The President returns to-morrow. The regular Cabinet meeting will be held on Friday. Important business is pending. Commissioner Pleasanton's trouble will be discussed and decided.

FROM THE DOMINION.

[BY ASSOCIATED PRESS.]

Exclusively to The Evening Telegraph.

The Fishery Dispute.

HALIFAX, N. S., June 27.—The men-of-war and steamer Lady Head have left for the fishing grounds, according to the programme previously published.

The New Brunswick Delegates

on the Washington Treaty will meet the Nova Scotia Government after returning from Prince Edward's Island. It is expected a full Council will be obtained.

Steamer Burned.

LINDSAY, Ontario, June 27.—The steamer Victoria was burned at the lower railroad wharf at this place. Loss, $10,000 to $12,000—Insured.

PRESIDENT GRANT.

His Views on Present Questions—Fish and the Cabinet—The Utah Quarrel—The Corean Affair.

A New York *Herald* letter writer from Long Branch reports a conversation with the President.

I remarked that there seemed to be a good deal of trouble brewing in Utah Territory.

"No," he said, "I don't